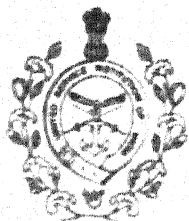


United Service Institution
of India



Library

Class No.

355-48512

Book No.

BRO

Accession No.

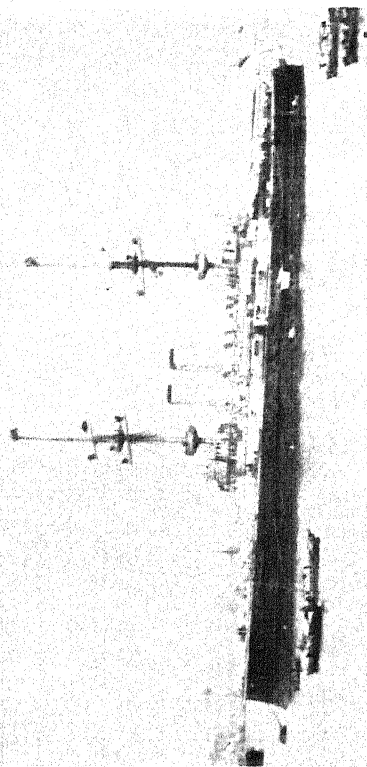
M-6968



THE "LOG" SERIES.

O'er the glad waters of the dark blue sea,
Our thoughts as boundless, and our souls as free,
Far as the breeze can bear, the billows foam,
Survey our Empire, and behold our home!
These are our realms, no limits to their sway—
Our flag the sceptre all who meet obey.

BYRON.



H.M.S. "GOLIATH."
Hong Kong, Christmas, 1902.

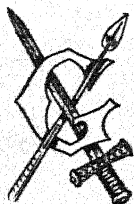
THE LOG SERIES No. 5.

THE LOG OF H.M.S. GOLIATH

*China Station,
1900 - 1903.*

By
J. B. BRODIE AND A. F. RAY.

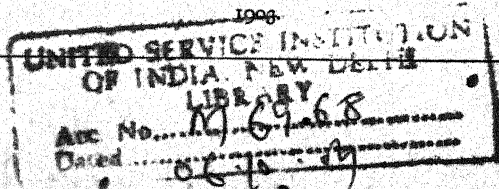
WITH AN INTRODUCTION BY
LIONEL YEXLEY.



145

London:
THE WESTMINSTER PRESS (GERRARDS LTD.),
411a HARROW ROAD, W.

1903.




C 355.48512

~~559.48~~

B 86L

3811



TO
CAPTAIN L. E. WINTZ,
CAPTAIN F. H. HENDERSON, C.M.G.,
COMMANDER R. F. PHILLIMORE,
AND
OFFICERS,
THIS BOOK IS MOST RESPECTFULLY
DEDICATED
BY THE SHIP'S COMPANY.

PRINTED BY
THE WESTMINSTER PRESS (GERRARDS LTD.),
411A, HARROW ROAD, LONDON, W.

[*All rights reserved.*]

PUBLISHERS' NOTE.

We have the honour to state that His Majesty the King has graciously accepted a copy of the Log of H.M.S. "Victorious," No. 3 of this Series.

WE now have the pleasure of giving our first Log of a ship with a full commission on the China Station.

Besides its most interesting account of the commission, it is of special interest and value as showing the great good feeling existing between the British and Japanese Bluejackets, and not less so with those of the United States. We are happy to give a splendid lot of photographs with this Log.

Our special thanks are due to the authors for the way they have thrown their whole heart and energy into their work since we took the Log in hand, time was very short and the work by no means light.

It only shows once more the marvellous adaptability of the British Bluejacket, as after a few minutes' conversation they had grasped the whole idea with a thoroughness as though they had been helping to publish Logs all their lives. Their help to us has been beyond praise, as everything has been brought to us without our having to ask

for it. They have our sincerest good wishes for their future.

In bringing out this Series we have two objects in view :—

1. To give to each man in the Navy, as far as possible, a complete account of his life in the Service.
2. To bring before that vast majority, who know so little about the Navy, the true life of the British sailor, which in itself represents the heart of our Empire.

We trust that they may, if only in a small measure, achieve these objects, and help to remind us that "ships do not fight, but men."

THE WESTMINSTER PRESS
(GERRARDS LTD.)

411a HARROW ROAD,
LONDON, W.

Oct. 1903.

UNION JACK CLUB,

CARLTON STREET,

S.W.



To the men of His Majesty's Navy.

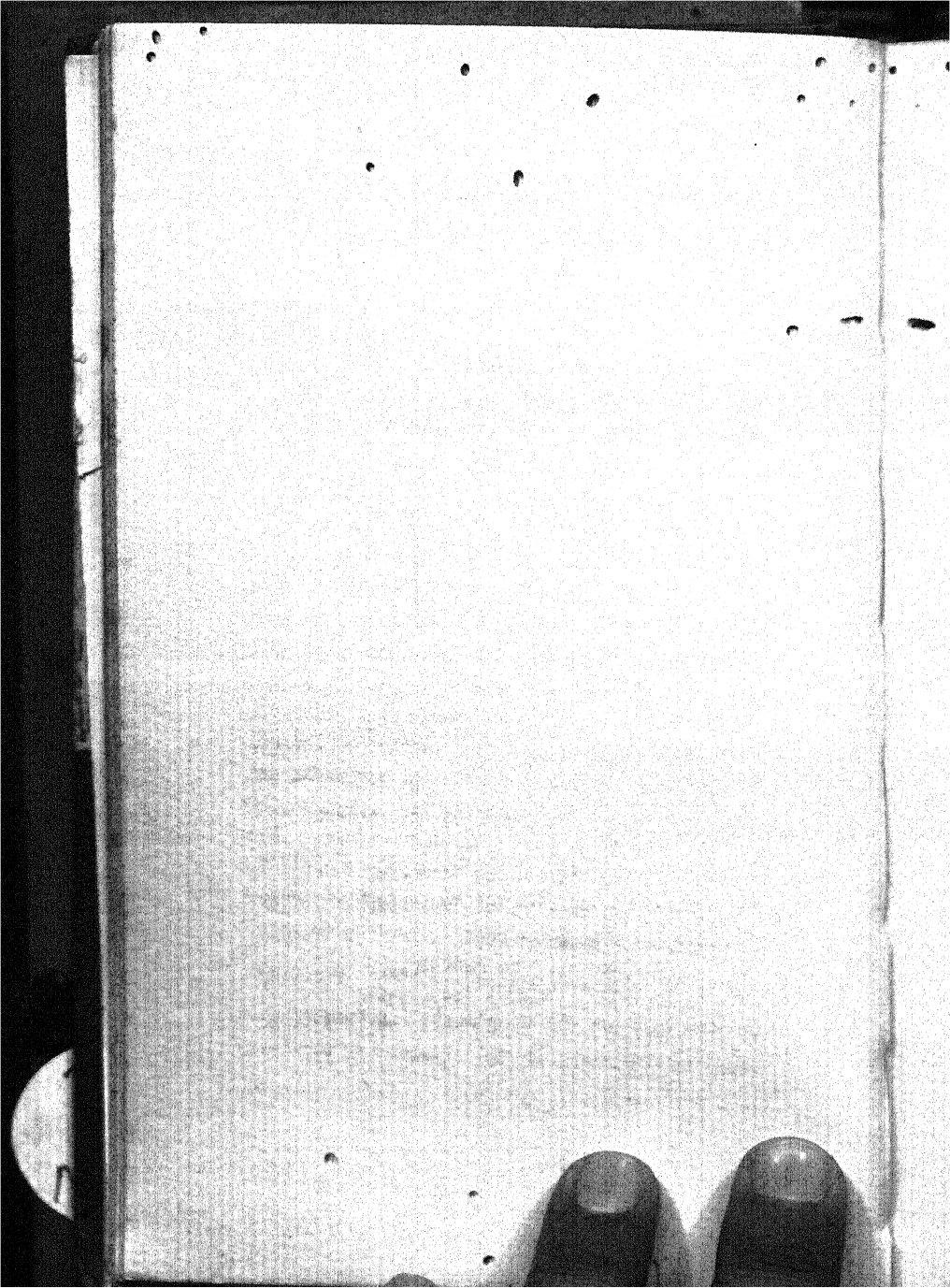
It is with deep gratification that I learn of the kindly feeling expressed by you all with regard to the Union Jack Club, which is to be a National Memorial for both services. On behalf of the Committee and of myself, I need hardly add how warm a welcome will always greet you as members of the Club, and can assure you that the Committee's only desire will be to furnish you with every comfort and convenience. May I ask you all individually to assist the Committee in their efforts to ensure that the Club shall be a true success, worthy of its object, by making it thoroughly known throughout the Service?

Believe me, to remain,

Yours very truly,

ETHEL McCAUL,

Founder of the Club.



THE UNION JACK CLUB.

THE LOG ROOM.

WE have much pleasure in informing you that we have made arrangements with the Committee of Union Jack Club by which we are to provide a bedroom at the Club to be called "The Log Room," and which will be, as far as possible, only used by Bluejackets and Marines. To provide this room we are setting aside from 1d. to 2d. on all copies of these Logs sold, and hope by this means to be able to raise the necessary amount—£100. We trust you will help us all you can by getting your friends to buy copies of the books.

CONTENTS.

Introduction	- - - - -	PAGE. i.
Historical Records	- - - - -	xi.
Life in the Royal Navy — "A Day's Work"	- - - - -	25
Raising the Dredger at Hong Kong	-	39
Admiral Seymour's Attempt to Relieve Pekin	- - - - -	109

Table of Distances, &c., at end of Book.

358
BR

LIST OF ILLUSTRATIONS.

H.M.S. "Goliath" - - -	FRONTISPIECE	
W. Deller, Gunnery Instructor -	<i>face page</i>	1
Colombo Breakwater - - -	"	8
The Torpedo Staff - - -	"	18
Ship's Pet "Tom" - - -	"	25
Forecastle Football Team - -	"	34
Petty Officers' " " - -	"	42
Marines' Prize 6-in. Gun's Crew	"	50
Japanese Girls - - - -	"	58
Seamen's Racing Cutter's Crew	"	62
Marines' Cutter's Crew - -	"	67
Gymnastic Class - - -	"	74
Iris Garden, Tokio - - -	"	82
Marines' Gig's and Whaler's Crew	"	90
Whaler's Sailing Racing Crew -	"	94
Yomeimon Gate - - - -	"	98
Japanese Wrestlers - - -	"	102
Rugby Football Team - -	"	117
6-in. Gun's Crew, Winners, 1903	"	120
Stokers' Football Team - -	"	122
R. Savidge - - - -	"	130

35
B.C.

Introduction.

To speak of St. Vincent and the Nile, the two great sea fights in which the "Goliath" of the past took part, is to speak of our national hero, Lord Nelson, and to conjure up visions of the dear old "Victory" sweeping down on Villeneuve's fleet, her yard-arms ablaze with bunting which being interpreted read

"ENGLAND EXPECTS THAT EVERY MAN WILL
DO HIS DUTY."

Was it some premonition of his approaching fate that induced him to hand down to posterity that immortal signal? Nelson had engaged in many sea fights, but, such was his confidence in his officers and men, that he had never thought it necessary to remind them that they were expected to do their duty. But it is not with Trafalgar that we have to deal, but with St. Vincent and the Nile, as it was in these two, especially the latter, that the "Goliath" won her battle honours.

INTRODUCTION.

The year 1797 ushered in a very anxious period for the inhabitants of these islands. We were confronted by the combined forces of France, Holland and Spain, who were anxious to see the overthrow of Great Britain, to sweep her flag off the seas, and then invade her shores. In Spain, all the great ports were making preparations for revenge on Britain for defeats suffered in the past, and the mighty combination had forced Sir J. Jervis, afterwards Lord St. Vincent, to abandon Corsica and Elba and to retire from the Mediterranean altogether, and being much inferior to the combined fleet he proceeded to Gibraltar, where he lay up under the protection of the guns.

But it was not the method of the British seaman to lay long in harbour, and his fleet having been strengthened up to fifteen warships, Sir J. Jervis set out to meet the Spanish Fleet, engage, and if possible destroy it, before the French Toulon Fleet could attack him. Even then the odds were enormous. Don Josef de Cordova had twenty-seven ships to Jervis's fifteen, besides which they were larger and better armed, the "Santissima Trinidad" (Cordova's flagship) carrying 130 guns, whereas the "Victory" (Sir John's flagship) had 100 guns only.

Let us go back to that February morning of 1797 when the English discovered the Spanish off

35
B

INTRODUCTION.

iii.

Cape St. Vincent. The day had just broken, and as the early morning mists were dispelled, the Spanish ships one after another came into view, until they seemed to fill the whole sea horizon. Jervis, grim and stern as ever, was staring at his enemies, while his flag-captain, Calder, anxiously counted the Spanish ships. One after another he discovered through his glass till at last he was able to declare, not without a quiver of anxiety in his voice, that there were twenty-seven. And the British numbered fifteen only and all smaller ships ! Nearer and nearer they drew together. Sir John paced the poop silent, stern and undismayed, till at last he was reminded by his captain that the approaching Spaniards had twenty-seven ships to their fifteen. "Enough of that, sir," replied the Admiral, in his harsh voice. "The die is cast. If there were fifty sail I would go through them."

And so the battle joins issue. The British were eminently superior to the Spaniards in seamanship, the handling of their guns and discipline, though the latter were vastly superior in numbers and armament. As they closed it was seen that the Spaniards had divided their forces into two divisions, which were three miles apart, so that by quick manœuvring, Jervis was able to cut in between the two divisions and attack at close quarters.

But to Nelson and his ship the "Captain" go the main honours of St. Vincent. As the British fleet swept through the gap between the two divisions of Spanish ships, they bore up to windward and close fighting became general. But the leading ships of the Spanish windward division suddenly tacked and came racing down before the wind under full sail, their object being to pass Jervis's rear and join their leeward ships. But Nelson noted the sudden change, and in a moment grasped the situation, and with that reckless daring, which was his main characteristic, he immediately and without orders, swung out of the line, swept in a curve round the British ships in his van, and bore up in the track of the huge Spanish flagship and four of her sister giants. In a moment their concentrated broadsides were poured into the devoted "Captain," and she was quickly reduced to the condition of a wreck. The "Captain" was only a 74-gun ship, the smallest but one in the fleet (the "Goliath" being *the* smallest) yet by this daring manœuvre she found herself opposed to the flagship of 130 guns, the "San Nicholas," and "San Josef" of 112 guns, one ship of 80 and two more of 74. But Nelson had achieved his purpose—he had stayed the rush of the Spanish van, and given Jervis and the ships an opportunity of dealing with their opponents—

35
B

INTRODUCTION.

v.

and now with torn rigging, splintered masts, and decks covered with dead and dying, she lies a log on the water, seemingly at the mercy of the Spaniards. But Nelson's indomitable courage could not be quenched, and with a master stroke he turned defeat into victory. Waiting his opportunity, he boarded first the "San Nicolas," and then the "San Josef," both 112 gun ships, and took them prizes at the point of the cutlass. By five o'clock the Spanish were hopelessly beaten; four of their ships had been captured, and the remainder sought refuge in Cadiz, where they were blockaded and kept till after the war.

But if no opportunity afforded for special distinction to the "Goliath" at St. Vincent, the day was not far distant when her name, together with that of her gallant Commander, Sir Thomas Foley, would ring throughout England and the world, owing to the glorious part she took at that most decisive of all British victories—the battle of the Nile. Here it was, as leader of the attack, that the "Goliath" won a deathless name in the annals of the navy. And even up till to-day naval experts are at variance as to whether the brilliant stroke of tactics, that may be said to have won that battle before a shot was fired, is to be credited to Sir Thomas Foley or to Nelson.

With the events that took place between the

fight off St. Vincent and the battle of the Nile it may be as well to give a short resumé.

A few months after the victory of St. Vincent, Admiral Duncan had met with and beaten the Dutch off Camperdown, capturing nine out of their fifteen ships, and so battering the remainder that they were unfit for further service, so that of the combination that existed at the beginning of the year, two had been effectually disposed of, leaving only the French, and to that country we turned our attention.

In May, 1798, Napoleon, who had long been desirous of destroying our power in India, undertook the conquest of Egypt as the key to this end. But Napoleon had other ideas in view besides the crushing of our power in India, viz., the accomplishment of his lifelong dream—the invasion of the shores of England, as he argued that his occupation of Egypt would induce the British to send portions of their fleet to India and the Red Sea, thus leaving the Channel comparatively free, and England at the mercy of an invader.

A large French fleet was therefore fitted out at Toulon under the command of Admiral Brueys, and escaping for a time the vigilance of Nelson, who had been sent to stop it, visited Malta and wrested that island from the Knights of St. John, and from thence to Alexandria. How Nelson, in

INTRODUCTION.

vii.

his eagerness to overtake Brueys, had visited and left this place just prior to the French Fleet arriving, and how the great chase continued, is a matter of history. How Nelson's impetuous spirit must have chafed under the delay, and how great his joy when at last, late in the evening of August 1st, 1798, the naked topmasts of the French ships came into sight, showing like a fringe of lances against the low shores of Aboukir Bay.

And what of the men? We can imagine the wave of joy that ran through the British ships when they knew that at last the Frenchmen were within reach, and that a battle was imminent. The wind was blowing N.N.W., and as the ships of Nelson's command hauled to the wind, the upper-yard-men were sent aloft to take in royals, and then like a hawk on its prey they swept down on the French, the "Goliath" leading. And nothing recorded in naval warfare is more audacious than the way Sir Thomas Foley took his ship through the narrow channel between Aboukir Island and the head of the French line, pouring a raking broadside into the "Guerrier" as he passed, and then dropping his anchor broadside to broadside with the "Conquerant." The "Zealous," the "Orion," and the "Thesus" followed the lead of the "Goliath," pouring in their broadsides as they

passed, and as the other British ships came up they ranged themselves on the outer side of the French line, and thus the French were exposed to a deadly cross-fire and destroyed, the rear ships of the French line looking on in helplessness, since, as they were anchored in line, head to wind, they could do nothing. But it was Foley's daring manœuvre in crossing the "Guerrier" that gave the British this advantage, and the first French flag that fluttered down, a signal of defeat, was the result of the dreadful fire poured into her from the "Goliath."

But the record of this battle must be familiar to every student of the British navy. Night had fallen ere the great fiery drama commenced, but Nelson with wise forethought, had directed four lights to be hoisted at the mizzen-peak of each British ship, so that they might be easily distinguished from the foe, and so, down that doomed line of French ships, they passed. The flash of the guns was incessant, and their thunder shook sea and sky. And now a livid glow is seen in the vicinity of Brueys' flagship "Orient," a monster of three decks and carrying 120 guns. The "Bellerophon" of 74 guns had fought a desperate fight with this monster, but with two of her masts gone and three-fourths of her crew killed or wounded, she had cut her stern cable and

drifted away into the night, but with her colours still flying—only to be replaced by the “Swiftsure,” under Sir Benjamin Hallowell, who instantly poured a fire on the starboard bow of the “Orient,” while Sir Alexander Bull in the “Alexander,” took up a position to larboard, and for one long hour the merciless broadsides were poured into the French flag-ship, until at last the poop caught fire and every gun was concentrated on that spot. The fire spread fast. It rose up the rigging, it raced along the yards, and soon, from waterline to truck, was this leviathan a monstrous roaring furnace, from which its crew precipitated themselves in crowds.

What a sight for the onlookers. What a death-knell to all the hopes of the French. For a moment the thunder of battle ceased, the eyes of English and French were centred on the vivid and awful spectacle, and then came the end. With a mighty roar the heavens were rent asunder as the burning decks and spars shot skywards through the darkness. And then the blackness of night gathered over the spot where the French flagship had been, and once again the venomous spitting of the guns commenced.

But what of the “Goliath”? Early in the fight she had had the satisfaction of reducing the “Conquerant” to a wreck, and then shifting her position

INTRODUCTION.

further down the line, she again joined in the fray, attacking various French ships until, when day broke, it was seen that victory was complete. Out of thirteen ships of the line eleven were captured or destroyed, and two frigates out of four. Two ships of the line and two frigates escaped, but only for a time. After the battle Nelson wrote, "Had I not been wounded, not a ship would have escaped to tell the tale!"

The gain to Great Britain by this victory was immense. It was the final and most crushing blow against that combination which existed in 1796. It demolished Napoleon's hopes of conquering India. It destroyed the naval power of France in the Mediterranean. The battle of the Nile was not so much a victory as a conquest, and with that conquest the name of the "Goliath" will be indissolubly connected. No ship played a more gallant part than she or contributed more to the overwhelming victory. It was the "Goliath" who led the whole fleet into action. It was the "Goliath" that fired the first broadside from the British side. It was to the "Goliath" that the first French flag was struck, and a century later Mahan wrote of her gallant commander, "It is difficult to exaggerate the coolness, intrepidity and seamanship Foley showed at the head of the British line."

LIONEL YEXLEY.



HISTORICAL RECORD

OF THE

“GOLIATH.”

1797—*St. Vincent.*

1798—*The Nile.*

OFFICERS.

Captain.....FRANK H. HENDERSON, C.M.G.

Commander.....RICHARD F. PHILLIMORE

(N) EDWARD WINTHROP

Lieutenant(T) ARTHUR B. F. DAWSON.

(G) CYRIL S. TOWNSEND

FREDERICK PAYNE-GALLWEY

FREDERICK C. G. ST. CLAIR

JOSEPH M. MAXWELL-SCOTT

WILFRED F. FRENCH

Eng. Captain.....WILLIAM SHARP

(For Service with China Fleet.)

Eng. Com.WILLIAM MILTON

Eng. Lieut......HORACE G. SUMMERFORD

FRANCIS GRAHAM

Capt. R.M.A......HUGO WORTHINGTON

Lieut. R.M......ASHWORTH C. BUTT

WALTER H. P. RICHARDS

WALTER YOUNG

ChaplainRev. JOSEPH D. DATHAN, M.A.

Staff Surgeon.....ALEXANDER F. HARPER

Staff Paym......FREDERICK W. I. AIREY

Naval Inst.OSWALD T. TUCK

Surgeon.....DAVID W. HEWITT, M.B.

Sub-Lieut......HARDINGE L. SHEPHARD

Eng. Sub.-Lieut....ALFRED W. MCKINLAY

JOHN W. HOPKYNs

OFFICERS.

<i>Eng. Sub.-Lieut....</i>	RONALD G. MORTON ARTHUR V. ELDRIDGE
<i>Assist. Paymaster...</i>	NORMAN F. ROY
<i>Gunner.....</i>	WILLIAM H. ROWE
<i>Boatswain.....</i>	FREDERICK E. G. SLOCOMBE SAMUEL BALL
<i>Sig. Boatswain ...</i>	ERNEST G. PHILLIPS (<i>act.</i>)
<i>Carpenter</i>	FREDERICK STEARS
<i>Midshipmen.....</i>	CHARLES G. L. WOOLLCOMBE ROBERT T. BAKER JOHN L. C. HOOD CHARLES H. N. JAMES GUY L. COLERIDGE RICHARD L. PENNINGTON REGINALD V. HOLT ROLF VINEY JOSEPH NEWILL SPENCER F. RUSSELL FRANCIS J. O. LAMB ARTHUR G. ONSLOW ARTHUR M. LONGMORE THOMAS C. B. HARBOTTLE HARRY B. JERMAIN HUBERT S. BRADDYLL FRANCIS W. SCOTT ARCHER ROBERTS-WEST MANSELL B. F. COLVILE JOSEPH M. KENWORTHY
<i>Clerk.....</i>	HENRY E. ROWLEY

H.M.S. "GOLIATH."

Battleship, First-Class.

Length, 390 ft.; Breadth, 74 ft.

Displacement, 12,950 tons; Draught, 26ft.

Horse Power, 13,500 N.D.

Speed, 18.25 Knots.

Cost, £915,588.

Complement, 700 Officers and Men.

Completed Building, 1900.

Built at Chatham.

Engines—Penn.

ARMAMENT—

Four 12-inch 46-ton Guns.

Twelve 6-inch Quick-firing Guns.

Ten 12-pounder Guns.

Six 3-pounder Guns.

Eight Machine Guns.

Five Torpedo Tubes.

Broadside Armour, 6 inches thick.

PART I.

THE LOG OF H.M.S. "GOLIATH."

Men we should
look to in the
event of War.



W DELLER,
Chief Gunnery Instructor, Capt. After Barbette.

7 Rounds—6 hits, 3 min.

The Log of H.M.S. "GOLIATH."

PART I.

ON March 27th, 1900, H.M.S. "Goliath" was commissioned at Chatham for service on the China Station by Captain Wintz, her commander being Commander Phillimore; she had a complement of 756 officers and men, drawn from all the three depôts.

We came out of dry dock on April 11th and drew our stores and ammunition, leaving Chatham on the 17th, and proceeding to Sheerness.

On the 19th we went out for our steam trial, but our auxiliary air-pump giving out, we had to abandon it for the day. We went out again the following morning, but we broke down off Dover, and anchored there for the night; having put things to rights, we started again the next day, and everything was going on satisfactorily, when a thick fog came over, and we were compelled to anchor off the

Tongue Lightship. The fog lifted in the morning, and we proceeded to Sheerness, arriving the same day. We were inspected on April 24th by Admiral Sir Bowden Smith, who, after having been over the ship, had the ship's company paraded on the quarterdeck, and made a short speech. He pointed out that we had commissioned a magnificent ship, fit to go anywhere and do whatever we might be called upon to do; he wished us a happy commission and a safe return.

We had our first evolution on the 27th, which was to "Lay out bower anchor"; we were getting the anchor off its bed when the pendant surged, and away she went with a run, injuring four seamen, a sergeant of marines, the boatswain, and a lieutenant, though luckily, none of them seriously. We got the anchor catted again, and after dinner again went through the evolution, this time quite satisfactorily.

On May 14th we started on another steam trial, but broke down again, and returned to Sheerness under one engine, one of the condensers having given out. However, we soon got this put right, and on the 17th we went for another three hours' trial, and this proved altogether satisfactory; we returned to Sheerness on the 18th. The following day we prepared for coaling, and coaled ship on the 21st, taking in 400 tons.

May 24th being the Queen's birthday, we dressed ship, and at twelve o'clock fired a salute of twenty-one guns. The Captain

had everyone aft, and told them of the relief of Mafeking. He released all men in the report and doing punishment, and also gave special leave to both watches and a half-holiday.

On May 28th, we did a coal consumption trial of twenty-four hours, which was completed successfully, and we returned to the Nore, remaining there until the 30th, when we started on our way to China. We arrived at Plymouth on the 31st, and on June 1st we went alongside the dock-yard wall and took in a harbour launch for Gibraltar, and various things for different ships we were to meet on our way out. We left Plymouth on June 2nd, escorting four torpedo boat destroyers, *viz.* : the "Otter," "Janus," "Conflict," and "Cygnet." The weather was very fine, and we steamed twelve knots an hour.

Filled with enthusiasm and bright expectations, we say good-bye to the dim outline of Old England. Many an aching heart is left behind, and it was not without a pang that a few of the older tars strained their eyes in the direction of the island vanishing below the horizon on our starboard quarter. Nothing noteworthy is seen until Ushant is pointed out by an old salt, which at once takes the attention of all those making the trip for the first time, for many years will elapse before the great catastrophe which befel the "Drummond Castle," will be erased from our memory, and the vicinity of the wreck is eagerly inquired after.

Meeting with good weather, we steam direct across the Bay of Biscay. Our charge of destroyers parts company with us, and goes on ahead to Corcubian Bay to coal, we arriving there in the evening, and the destroyers having finished coaling, we proceed together early in the morning of June 5th for Gibraltar, where we arrived on June 7th. One is at once struck with the appropriateness of the name—"The Rock," practically the only name by which it is known amongst sailors, though occasionally referred to as "Gib." The cone-shaped rock, rising to an attitude of 1,400 feet above the sea level, makes an imposing though uninviting picture.

On arrival we manned and armed boats, and went away boat firing for the first time. We coaled ship on the 8th, taking in 500 tons, and also turned the harbour launch over to the dockyard authorities. We left the same evening for Malta, having fine weather, and doing half a quarter's firing. Malta was reached on the 12th, and we entered the Grand Harbour. Grand it is named, and its grandeur is apparent as soon as one enters the narrow mouth, with Fort St. Elmo on the starboard hand and Fort Risacoli on the port. Tier upon tier of flat-roofed houses with variously coloured fronts, rising out of the water upon the solid wave-beaten rock, ascending step by step, as it were, to the dome and spires of St. Michael's at the summit on our port side, whilst a similar view is obtained from the opposite side rising up to the Castille,

the Naval Signalling station arresting our attention by its distinct and peculiar formation. We landed field guns and crews on the 13th, and went firing.

We left Malta on June 15th for Port Said, having fine weather, and finishing our quarter's firing; on the 19th we arrived at Port Said. What a busy place this is! being the entrance to the Suez Canal, outward and homeward bound vessels keep passing through all day, and occasionally at night a very large and bright light proclaims the approach of a steamer, too impatient to wait till daylight and regardless of the extra fees. The 20th being Accession Day, we dressed ship, and left on the 21st for Suez; passing through the Canal proved very interesting to us, as most of us had never been this way before. We anchored at the mouth of the Suez on the 22nd and coaled ship, the coal being brought up behind us in lighters through the Canal, as coaling is not allowed at the Port Said end. We employed native labour, and got on pretty well until evening, when they left the job, and would not go on. We sent our marines aboard the lighter to use a little gentle persuasion, and make them carry on. Then there was some good fun, the natives fighting and jumping overboard; but at last their head man got them to resume work, and they finished their lighter during the middle watch; but we had to help ourselves, or we should have been all next day. We got two shillings and sixpence extra for it, and took in 1,600

tons. On the 24th we left for Aden ; passing an American flagship, we saluted her with eleven guns, and she returned our salute with seven. The weather was very hot indeed now, and we all felt it very much, especially the stokers, this being their first time in the tropics. On the 27th, volunteers were asked for from the seamen to help in the stokeholds, and plenty came forward.

With reference to the Canal, there are many interesting things to be recorded. The speed limit is five knots an hour ; this is because the wash caused by vessels going through at any greater speed would wash away the banks, which are only sand. Situated at equal distances apart, and on both sides, right along the length of the Canal, are signal stations, and at these points the canal is half as broad again, as the other part only allows room for one vessel. What happens is this : suppose two ships are coming in opposite directions ; the nearest station to the outward bound ship makes a signal to her, and she stops and makes fast to a post on the bank, and the homeward bound vessel passes uninterrupted. Outward bound ships always make way for those homeward bound. The Canal passes through a number of lakes—Ballah Lake, Lake Timsah and the Bitter Lakes. On Lake Timsah, which is forty-one miles from Port Said, is situated the Khedive's Palace. Entering the Gulf of Suez, we find it about eight to ten miles wide, with ridges of tableland 3,000 feet high on each side, and

some 180 miles long. From thence we passed into the Red Sea, which is about 1,100 miles long. Just before entering Aden, and at the southern extremity of the Red Sea, is the Island of Perim, which belongs to us, and is used as a coaling station.

June 28th.—This was a very sad day for us on board. Our Captain of Marines was found dead in his cabin, the cause being heat apoplexy. We stopped ship in the evening, and the funeral took place. The Burial Service was read on the quarter-deck, and with the words: "we now commit the body to the deep," the body was lowered to its watery grave. Everyone was very sorry, he being very much liked and respected. Owing to the extreme heat it has been impossible to do evolutions. We arrived at Aden on the 29th, and took in a supply of fresh meat, ice, and water. In the middle watch of June 30th we weighed anchor and proceeded to Colombo, where we arrived on July 7th. This is the longest sea trip on the passage, being 2,093 miles, and taking the mail steamers some seven-and-a-half days. Colombo (Ceylon) has a population of some 120,000. It is 7,058 miles from London by sea. The railway here to Kandy, the the mountain capital of the island, passes through some very magnificent scenery indeed, a run of seventy-five miles. We coaled ship here, taking in 800 tons. We left on July 10th for Singapore, the weather being fine, but getting hotter and hotter as we reached the line. We arrived at Singapore on the

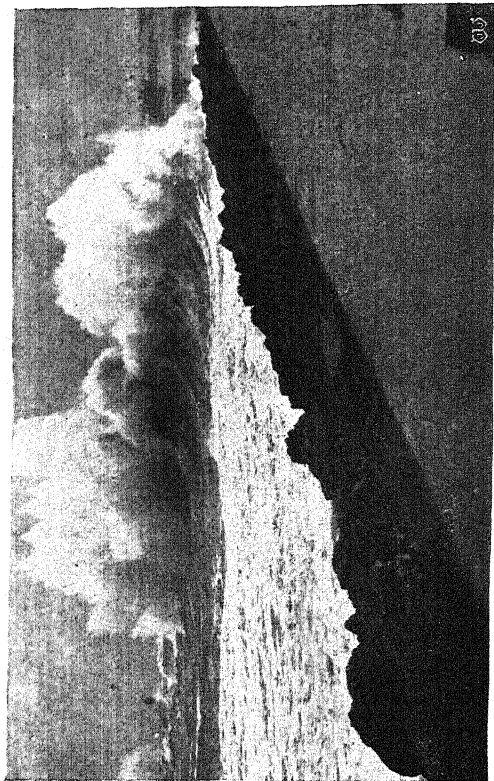
16th and coaled ship, taking in 900 tons. The distance from Columbo is 1,530 miles.

Singapore, a great centre of the commercial and sea-faring universe, presents many attractive features. The splendid buildings, the busy streets and markets, the river, crowded with Malay boats, and the stream of Chinese, Japanese, Javanese, Siamese, Cingalese, Malays, Hindoos, Parsees, Arabs, and representatives of every race and type of man, make Singapore's human panorama most exciting and interesting. Singapore is a monument of British foresight and enterprise, and was founded by Sir Stamford Raffles, after the fall of Napoleon had moved Great Britain to return Java to Holland. It has not only rivalled, but out-stripped Batavia as the tropical metropolis of the East.

On July the 17th we left for Hong Kong.

We met what was termed a mild typhoon after leaving here, but it seemed to us to be a pretty severe gale. Heavy seas running and making it very uncomfortable aboard. By the morning of the 20th the weather had resumed its normal state and made it quite a treat to be at sea. Whilst steaming merrily along the cry was raised "man overboard" and in an instant the ship was stopped and the life boat's crew in their boat, and away to the rescue and soon picked him up not much worse for his bath. So we proceeded on our journey and arrived at Hong Kong on the 21st.

Hong Kong is an island eleven miles long and varies from two to four miles in breadth, and



COLOMBO BREAKWATER, DURING S.W. MONSOON.



was ceded to Great Britain in 1841. The city of Victoria is a British Colony all to itself with a Governor and his Staff, maintaining a small court, and a high social tribunal in its midst. Hong Kong is the Naval Station for the British Asiatic fleet, and has docks, an arsenal and foundries and is able to furnish every requirement for war or peace. A large garrison of troops further declares British might, and Hong Kong, the Gibraltar of the east, is an impregnable fortress and a safeguard to all Asia. Sampans, the Chinese boats, which are often used for habitation, swarm by hundreds, each boat managed by a shrill-voiced woman, who steers, sculls, cooks, manages her children, drives the bargains, and with her sister boatwomen, chatters incessantly. Her baby is bound to her back, while other children of all ages run about the boat, balancing themselves with the motion, in a manner marvellous to behold, and which would drive an English mother distracted with fear. Should one of these babies fall overboard and sink, it is no more troubled after; if it floats it is taken on board again without any flurry or much trouble.

Hong Kong city, as it rises from the sea and terrace by terrace climbs the eighteen hundred feet to the summit, is most imposing and beautiful. The white houses appear to be slipping down the bold hillside and spreading out at the water's edge in a frontage of more than three miles. There are less than 10,000 Europeans in the colony, but a Chinese

population of 200,000 has settled around them. From the Clock Tower, situated on the Queen's Road, westward, there is a continuous arcade of shops wherein all the arts and industries of Southern China are exhibited. The streets swarm with a motley crowd, Jews, Turks, Hindoos, Javanese, Japanese, Malays, Sikhs, Portugese, half-casts, and everywhere the hard-featured Chinese coolies.

No one should attempt to underpay a coolie, he is much the same as the London cabman. To pay the exact fare is to raise a protest; to underpay him, is to bring Bedlam about one's ears.

On July 22nd, the day after our arrival, we commenced to coal again, taking in 1,000 tons, and after a good cleaning-up, began to paint ship, and she certainly wanted it after her long trip. One of our shipmates, named Kelly, died on the 26th in hospital. He had been very ill all the way out, and was taken ashore as soon as we arrived. We buried him in the Naval Cemetery in Happy Valley.

July 27th was a very unfortunate day, our canteen servant, a marine, went down the war-head magazine to get up some bags of flour, when, owing to the foul air, he was overcome, the blacksmith, who was helping him, went down and was also rendered senseless. The painter's mate went down to their assistance, and would have shared the same fate only some other hands arrived in time. The two former were dead when recovered, and the painter's mate was only brought round with

difficulty. We buried them on the 28th with full naval honours, every hand that could be spared attending. We landed all available men for drill in the afternoon.

On August 2nd, we heard of the assassination of the King of Italy. Our ensign and Italian ensign half-mast. We were very sorry also to hear of the death of the Duke of Saxe-Coburg, whom we of the Navy knew as the Duke of Edinburgh.

On August 6th, we began to take in ammunition, shell, and warlike stores, working all night in watches. We prepared for sea in the forenoon of the 7th, and left later. On the 8th, we carried out quarterly firing, and whilst the ship was alongside the target, the Chief Gunnery Instructor fell overboard, but was soon picked up, [little the worse for his dip.

August 11th.—We arrived off the Yang-tse River, where we found the destroyer "Whiting" waiting for us with despatches from the Admiral, who was with the rest of the fleet at Woo-Sung. We proceeded to a place called Chusan. This is one of a group of islands known as the Chusan Archipelago, and there is some very nice scenery around. Every day we had fishing parties away, and were continually at drill and evolutions.

On the 16th, we went to sea and did cannon tube and rifle practice. The next day, we ran torpedoes and exercised man and arm ship and collision station, and also place nets.

On the 28th, we cleared ship for action, and

carried out quarterly firing, having for a target a small rock lying off the island.

On the 29th, we arrived at Woo-Sung, and found most of the fleet there, and also various foreign fleets.

Admiral Seymour came on board during the morning and inspected the ship, not an official visit, but he was anxious to see what we were like, as we were a new class of ship and the only one on the station.

On the 30th we coaled ship, taking in 400 tons, which had been brought down in large lighters from Shanghai.

On September 5th we cleared ship for action, and this being the first time we had done it, we took some time making sure that everyone understood thoroughly how things should be done. When we had finished, the Captain went round and inspected the ship, and then had everyone on the quarterdeck and told us he was highly pleased with the fighting condition of the ship, and the way we had worked and got her ready. We let things remain as they were that night and started the next morning to replace gear, finishing on the 10th. The weather was very fine, and we did a lot of drill and exercises.

On the 25th we took in 500 tons of coal, and next day prepared to leave for Taku, where we arrived on the evening of October 3rd, with the allied fleets. The Taku forts are situated at the entrance of the Pei-Ho River, which, until the railway was constructed, was the principal approach to Tientsin and Peking.

There are five forts in all, the "North-West" and "North" forts on the northern bank, and the other three known as the "South" forts on the South bank. They have 170 guns, some of large calibre and modern construction.

In May, 1858, a British squadron, under Sir Michael Seymour, attacked and passed them. The famous treaty of Tientsin being signed the following month. Again in June, 1859, Admiral Sir J. Hope, successfully attacked them, but in the following year they fell before a combined British and French force.

We were coaling from a collier, when we received orders to at once prepare for sea and proceed to Shan-hai-Kwan to assist in landing troops. We left in the evening of the 6th, and arrived there the following day. We at once sent two of our signalmen to the forts, and landed a party of blue-jackets to assist the landing of troops and for navigating the boats and lighters to and fro from the ships. We also had our steamboats employed, and our torpedo staff found the Chinese submarine mines and blew them up. We had some very rough weather here, and for several days we had no communication with the shore. We were very hard up at one time for a junk for transferring stores to shore, so an armed party was sent in the steam pinnace to capture one from the Chinese who were in hiding up the creeks, and they soon brought one back, having experienced no resistance.

Our hands who were not engaged on trans-

port work went boat sailing in the afternoon, and unfortunately our whaler, which was a long way off from the other boats, capsized. The crew remained struggling in the water until the Captain's galley, which was the only boat available at the time, went to their assistance and managed to pick them all up. The sea was very choppy at the time and it was bitterly cold.

The whaler was washed ashore next day, and a party went out and got her off again. The same day the weather got worse, and our jolly boat was washed ashore; all hands were saved, but the boat was badly damaged and required a lot of repairing before she could be refloated.

On the 19th, the weather having settled down again, a collier came alongside and we took in 400 tons of coal.

On the 21st leave was given to the port watch. On their way back, the gig in which they were returning, capsized, owing to a heavy sea breaking over her, and three ward-room servants were drowned.

On the 22nd we dressed ship all over in honour of the Emperor of Japan's birthday.

We were busy on the 24th provisioning ship, taking in four months' stores. We had winter clothing served out the following day, which consisted of one pair of sea boots and one jersey, whilst boats' crews had gloves as well.

We left on the 28th for Wei-hai-Wei, where we arrived the following day. This place,

which has lately been taken possession of by England as a reply to Russia, who seized Port Arthur, is situated on the south side of the Gulf of Pechili, forty miles eastward of Chefoo, nearly facing Port Arthur on the north side, and about 115 miles distant from that Russian naval and military base of the Far East; the port of Kiao-chau, the German naval base, being about the same distance away on the southern side of the promontory. Formerly a strongly fortified Chinese naval station, Wei-hai-Wei was captured by the Japanese in January, 1895, who held it until May, 1898, when it was then evacuated by them, and by an agreement with China was leased to Great Britain. The main object of the lease was to prevent the Gulf of Pechili falling under the exclusive domination of any one foreign power.

The bay, surrounded by high hills, is nearly twenty miles in extent, sheltered to the northward by the island of Liu-kung-tao, upon which are situated the naval and military establishments, government buildings, and Commissioner's residence, and where the largest men-of-war can obtain good anchorage to within a few hundred yards from the shore. On its seaward or north side, rise steep rocky cliffs, three modern forts having been built upon their highest summits. There are two entrances to the spacious harbour, the northern and the eastern; but vessels of more than twenty feet draught cannot enter the eastern channel.

We did our quarter's firing whilst here, H.M.S. "Terrible" who was also here, having just finished. We also sent field guns and crews ashore.

On the 30th we coaled ship, taking in 750 tons.

November 3rd.—We left for Woo-Sung, escorting two torpedo boats—"Janus" and "Taku," the latter being one of the three boats captured from the Chinese at the bombardment of the Taku forts.

On the 5th we arrived at Woo-Sung and general leave was given to a part of the watches for twenty-four hours. This place is the port of Shanghai.

Shanghai is commonly called the commercial capital of North China, and it presents a very imposing appearance. Massive six-storied stone buildings form the long bund; across the creek bridge are the Public Gardens, the park surrounding the British Consulate and the commercial heart of the city.

On the 13th (Monday) we had out nets, and not being very smart at it, we had the same routine the following day, when we displayed a vast improvement. In the evening we had "Land every available man," and they to take with them two days' provisions and 160 rounds per man. The first company rigged the boat in nine minutes, and three hundred men left the ship in half-an-hour.

On the 21st we left Woo-Sung for Nagasaki, arriving there on the 26th. Nagasaki is a Japanese port. To quote from a Japanese

paper, the following is the Jap's opinion of his own land :—

"Nothing could afford greater contrast to, and better preparation for realising and enjoying the unique charm of Japan, than to come to it straight from either China or Korea. After those neglected and unfragrant shores all Japan seems fairyland—an ideal, adorable place of picturesqueness and cleanliness. Here beauty, order, and the charm of a cheerful people surround one. From the first view everything is opposed to the land one has left behind; and the jagged hills, green to their very summits, seem all a piece of landscape gardening."

Nagasaki harbour ranks with the harbours of Sydney and Rio-de-Janiero as one of the most beautiful in the world. A fleet of European men-of-war are invariably anchored there, and their bells, bugles, and saluting guns keep the harbour walls busy with echoes. Quaint junks cling to the shores, and their lanterned masts at night make pretty illuminations that seem deliberately done for passing effect only. Mail steamers always coal there, and there is a coal mine on Takashima Island at the entrance to the harbour. A cheerful company of men, women, and children do the coaling, passing their baskets from hand to hand. When a person lands there is a sudden rush, and he finds himself surrounded by a dozen coolies with their rikishaws; these are things which resemble large perambulators, and are the chief mode of transit here.

Railways now connect all the principal cities of Japan, the Government and private companies having some 2,500 miles in operation.

On the 26th we commenced coaling, and the women were a marvel the way they worked at it. They get paid about 30 cents, or ninepence a day. They coaled all night and finished next day, taking in 1,200 tons. Seventy-two hours' general leave was given to the starboard watch. We had instruction in torpedo work, which was carried out in the steam pinnace.

On the 28th the port watch went on seventy-two hours' leave.

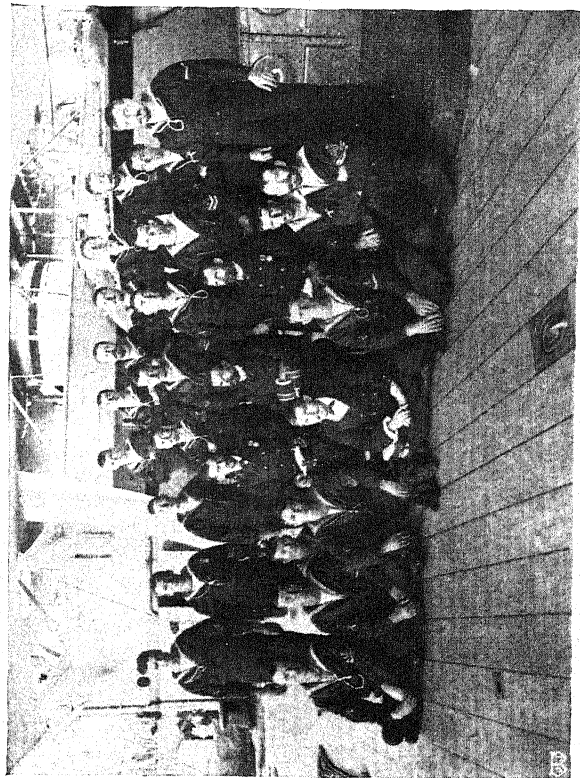
The midshipmen went out for instruction on the 30th, and laid out the stream anchor, brought it alongside, and stowed it in the forenoon. The divers went down to examine the ship's bottom.

December 3rd.—We had evolutions, out sheet anchor and one shackle of cable. The launch took the anchor, the pinnace the cable, and the cutter the kedge. In the evening we had physical drill.

On the forenoon of the 4th we prepared ship for sea and left in the afternoon for Woo-Sung. The weather was very fine.

On the 5th we ran torpedoes off Nagasaki having some very good runs. We also had cannon tube practice and barbette gun crew's divisional drill.

In the 6th we cleared ship for action the time taken being nine minutes. We also did heavy gun firing, and very good shooting was



THE TORPEDO STAFF.

made; the range being from three to four thousand yards. At half past six the watch on deck manned and armed ship and did night firing with the light quick-firing guns, the search lights being used to find the target which had been dropped overboard. At 8 o'clock the other watch did the same; and when the target was hoisted in it bore signs of having had a very hot time of it. At nine o'clock everything was finished, and we proceeded on our way, arriving at Woo-Sung on the 7th; but were unable to proceed owing to a high wind and heavy rain, which made it unsafe to cross the bar as it is none too deep. Swarms of land birds came aboard here—owls, wagtails, quail, wood pigeons and skylarks; and our pet cat had a regular field day amongst them and properly gorged himself. The ship behaved very well indeed in this weather and we had to remain out all that day and night. Our mess decks were flooded with water but that was not her fault, as some very heavy seas caught her at times. It was still too rough on the 8th to proceed, and we had a very uncomfortable day indeed, and to add to it it is none too warm in North China at this time of the year. The weather moderated on the 9th and we proceeded to Woo-Sung anchoring at 4.30 and saluting the German Admiral with eleven guns. The battleship "Centurion" and the cruiser "Orlando" were here. The Admiral was up the river at Shanghai so we took over Senior Officers ship.

On the 10th we had out net defence by

hand, time taken being 3 mins. 5 secs. In the evening the 1st and 2nd cutters went away to pull over a two mile course, the first cutter winning by four lengths, both boats pulling really well. The next day the race was for 14-oared cutters, the 2nd cutter winning by two lengths, and in the evening the crews pulled again for the final and it was a very good race the 2nd cutter winning by four lengths. After this the boys of each watch went away for a spin, the starboard cutter winning by one length. At 8 o'clock both watches manned and armed ship, the port watch supplying ammunition.

On the 12th out stream anchor and after dinner there was a sailing race for all boats, there being a nice wind blowing, and on the 13th companies exercised small arm drill, and had inspection of arms.

On the 17th, evolution, man and arm boats, the boats being inspected by the Captain and the Gunnery officer, we commenced at 11.30. After dinner, we prepared ship for coaling. Leave would have been given, but owing to the colliers arriving, it was put off. The weather was very fine, but very cold.

On the 18th we coaled ship, starting at 7 a.m. and finishing at 3.30 p.m., taking in 882 tons, with an average of 107.1 per hour, which is not bad. The collier slipped at five o'clock and went alongside the cruiser "Orlando." We cleaned ship the following day. On the 21st, the cruiser "Isis" arrived from Hong-Kong with provisions.

1900.]

H.M.S. "GOLIATH."

21

The 24th being Christmas eve, we decorated our messes, and got things ready for Christmas Day as well as we could, but were not able to do as well as we should have liked, owing to our lying in a place where things could not be got. The bumboat, however, brought us down a good lot of stuff from Shanghai.

December 25th.—Christmas Day. This was our first Christmas away from home. Everything looked very well indeed, and by twelve o'clock we had finished decorating with evergreens, flowers and flags, the tables being really well laid out. The German Admiral and his staff were invited on board, and, with our Captain and officers, headed by the band playing the good old tune "Roast beef of Old England," they started the round of the messes at twelve o'clock. They wished us all a Merry Christmas and, as is usual, the chef of each mess, wrapped in glory, handed round small samples of his handywork, in the shape of pudding and cake. When you consider the number of messes that have to be traversed, you marvel where the guests manage to stow all they have to take, after they have eaten as much as they can. The German Admiral thanked the Captain, officers and men, for the great hospitality and the kind way they had received him and his staff. He took a lot of pudding and cake away with him. Besides grog, we were served out with beer by the canteen, and permission was given to smoke on the mess-deck. We spent a very enjoyable day, amusing ourselves as we liked. Boxing

m 6968

day is not a naval institution, and we cleaned up ship.

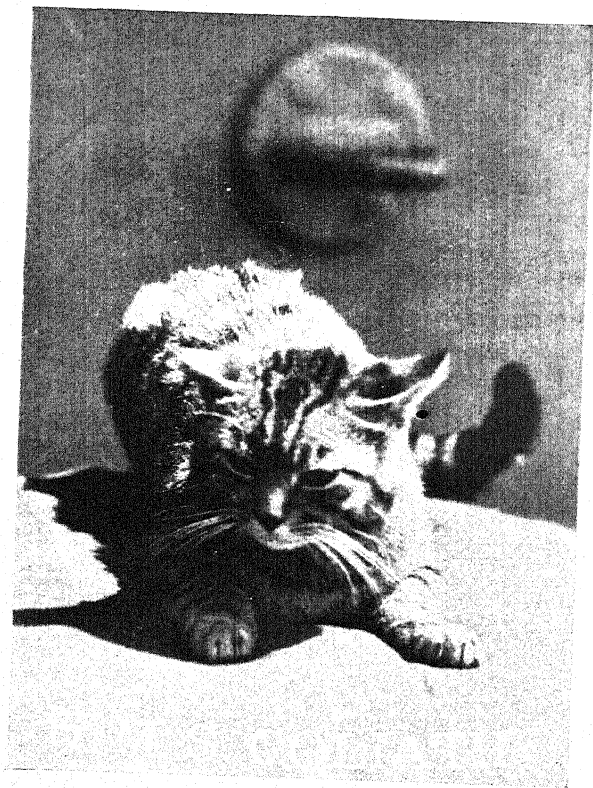
On the 27th we had half a day off and rigged and decorated the quarterdeck for a concert which we gave in the evening, it proving a great success. Just as it finished, at about eleven o'clock, the flagship signalled: "Exercise general quarters," which came rather as a surprise.

On the 28th, in the evening, we rigged the outrigger boat and went away to practice firing.

On the 29th, all the ship's company were medically examined.

PART II.

THE LOG OF H.M.S. "GOLIATH."



SHIP'S PET "TOM."

LIFE IN THE ROYAL NAVY.

A Day's Work.*

I LAY dozing the following morning, listening to the swish and gurgle of the water as it flowed past my cabin scuttle. I felt exceedingly peaceful and comfortable. This was a splendid change from my usual routine of life: the dreary, badly-light offices, the clamour of voices and ceaseless tread of feet, while without the ever-flowing traffic and the cries of street vendors beating or rattling uncouth instruments, as they patrolled the streets advertising their wares, were sorely distracting to the nerves. Yes, it was truly blissful! I glanced at my watch. Close on nine o'clock! I must be getting up.

* This article is one of a series, and represents the experiences of a landsman taking his first trip in a man-of-war, as a guest of the Captain. The events take place on the China Station.

Everything seemed very quiet on deck, though in my half-wakeful reverie I had heard a confused shuffling of feet overhead a short time since. All at once a bugle call rang out. Then followed a crashing sound on deck and the noise of men running. Down the ladder they clattered close outside my cabin, running about hither and thither.

I sprang from my bunk. Clearly something terrible had happened—a collision probably, and the ship was sinking! Gathering all my money together, and everything small of value, I crammed them into a small handbag. Pulling on some necessary clothing, I wrapped myself in an overcoat, and then looked about overhead for the lifebelt which I had been accustomed to find in most ships, but there was not one to be seen.

The stampede seemed now to have subsided a little: no doubt they were lowering the boats. There was no time to be lost! I dashed out of the cabin and up on deck, to find myself face to face with Captain Murray with a sword on, and his retinue of officers, middy aides-de-camp, buglers and messengers trailing behind.

"Mornin'!" he shouted cheerily on catching sight of me, though I fancied I caught a gleam of surprise in his eye at my strange attire, and indeed I felt somewhat out of place. "Just a little morning exercise," continued the Captain. "Have you had breakfast? It's all ready for you—excuse me just now."

He sped away, the retinue following with their swords clinking on the deck.

The bugler cast a scornful glance at me, and I turned and went below, realising, rather shamefacedly, that my alarm had been premature.

"General quarters, sir," vouchsafed the Captain's steward to me later, as I sat down to breakfast. The steward was a little rotund personage with a red face, and what little hair he possessed was snow white. He wore an exceedingly pompous expression, as became a dignitary : and, indeed, the Captain's steward is not a person to be lightly regarded on ship-board, but rather with reverence as a trustworthy source of official news in general, and of the ship's movements in particular.

"They does it twice a week reg'lar," he continued, handing me buttered eggs.

I still felt somewhat annoyed at having been so easily taken in, and so let him run on with his chatter. He was a talkative soul, with merely a nod here and there.

Now overhead commenced another stampede, and I could hear the rattle of arms and the shouting of orders as the men fell in.

"Them's the boarders, sir," went on the steward ; "armed with cutlashes an' rifles, all ready for a'boardin' of the enemy !"

He chuckled sarcastically, and winked at the coffee-pot.

"They ain't no good nowadays, blesh you, sir, 'ceptin' for the purposes of inspections and sichlike ; but they does it rare smartly, I will

say, an' them ole Admirals they likes it. Reminds 'em of the good ole days, I dessay—them *were* days, sir! Lor' blesh you, in the time o' Nelson——”

“Toast, please,” I cut in. He sighed regretfully. I did not mind: I did not want to hear reminiscences, they always bore me. He seemed lost in contemplation of the good old days after that, and fearing lest further recollection might come to him, I finished my breakfast and hurried on deck.

The morning exercise had been going on for fully two hours by this time, and yet the zeal of the Captain and his crew had not abated one jot. Even as I reached the deck there was a rush from foreward of several heavy-booted marines, bearing something large on their shoulders. This they hurled down by the ship's side, and immediately threw themselves upon it, soon revealing what appeared to be a very large-sized doormat.

Bluejackets flew towards it with ropes, tied them on and then—“Haul away!” and up flew the doormat, it was in reality a “collision mat,” and hung suspended at a davit. Then it was lowered over an imaginary hole below the water-line, the ropes were belayed and the men fell in. The whole affair had taken five minutes or so.

Aft came the Captain, and eyed the mat critically, but he found no fault. Then bugles blew, and the bustle continued with renewed zest, but this was the end. The guns were being secured, ammunition sent below, rifles

and cutlasses returned to their racks. The booted marines whisked in their large doormat, gathered it up, and disappeared from view.

"Warm work," said the Captain, unbuckling his sword belt.

I expressed mystification over the proceedings, and he explained.

It appeared that we had been engaged in mimic warfare for the last two hours, during which time we had boarded a couple of phantom ships, extinguished two or three imaginary fires on board, narrowly saved the ship from being sunk by ramming, and had nevertheless been keeping up a heavy fire the while upon the enemy.

Truly this was magnificent ; and it *was* war, or as near as you could get to it.

I suggested that the men would now need a good rest after their exertions, but the Captain pooh-poohed the idea.

"Tut tut, you'll see a lot more before we've finished for the day," said he.

And sure enough, after the dinner hour was over, they were at it again ; the guns were once more cast loose, and the ship cleared for action. But this time it was going to be more like the "real thing." Cartridges, shot and shell, were got up and placed by each gun ; while a large three-cornered canvas target was hoisted up and dropped over the ship's side, round which the "Ganymede" commenced to circle three thousand yards away.

Looking over the end of the forebridge, I saw the burnished muzzles of the six-inch guns

moving round ominously, dead on the target, and waiting only for the bugle that might send their 100 lbs. of steel crashing into it. What I did not notice, however, was that the large 9·2 gun on the forecastle was also trained upon the target, with its muzzle end but a few yards away from the bridge. And, almost simultaneously with the bugle, it went off with a roar, and I jumped a yard!

Captain Murray laughed, and offered me some cotton wool, which I noticed he put in his ears.

The 9·2 and six-inch guns shot well, and it was not long before the three-cornered target was reduced to a stick with a remnant of tattered canvas hanging to it. Then the light quick-firing guns and the maxims commenced, and for twenty minutes there was a lively rat-tat-tatting, much the same as a stick run along iron railings gives forth, occasionally varied by the nasty sharp crack of a Hotchkiss from the fighting tops above our heads, while the water was cut up into little jets and sparks.

At last the firing died away; the guns were sponged out and secured, and it was time for the men to get their suppers, these men who had been actively on the move since five o'clock that morning! And yet the day's work was not finished. We were to have an imaginary torpedo boat attack that night.

Barely had I finished my dinner and accompanied Captain Murray on deck, when from both bridges and upper fighting tops, there burst forth beams of silvery light. These were

the searchlights, and they hissed busily as the beams of light swung round and back, up and down, till they all finally concentrated on a small cask target, with a flag sticking up on it, half a mile away.

I then noticed that the bulwarks of H.M.S. "Ganymede" were lined with groups of riflemen, and as the light top guns and maxims again burst forth with their murderous fire, these men also commenced to fire by sections. So that very shortly another merry little battle was in progress, and a striking scene it made, with the searchlights throwing the target and the splash of shot and shell into strong relief against the surrounding darkness.

I felt that I should not have cared to have been in a torpedo boat under the circumstances, and remarked as much to the officer of the watch. He seemed, however, to think the chances pretty even.

"When you think," said he, "that a torpedo boat would be travelling at thirty knots perhaps, and therefore anything but a stationary target, and owing to the state of the men's nerves the shooting would be less accurate. Besides," he added, "as there would probably be more than one boat attacking, the firing would therefore be more widely distributed."

A bugle call interrupted my reply, and with several shrill whistles from the officers controlling the rifle sections, the fire died out, and behold, the target had disappeared!

The gunnery Lieutenant appeared beaming; the shooting had evidently been as good as

desirable. The searchlights, with a last vicious hiss, went out, and the day's work was over. I began to think a few days in the Royal Navy would bring me to an early grave, and, pondering over the matter that night, I fell asleep.

PART II.

JANUARY 2nd, 1901.—We cheered H.M.S. "Peacock" out, she leaving for England to pay off. H.M.S. "Astræa" arrived, and we being Senior Officer's ship, she saluted us, and we returned the salute with seven guns.

On the 3rd, the French mail boat arrived. H.M.S. "Orlando" left for Hong-Kong, taking our jolly boat with her to be repaired, as she had not been put right since her knocking about at Shan-hai-Kwan. The cruiser "Wallaroo" left for Nagasaki, the "Bonaventure" for Shan-hai-Kwan, and the "Astræa" for Shanghai. The battleship "Centurion" arrived on the 8th, and on the 9th we manned and armed ship and closed water-tight doors, the Commander going round and seeing that they were properly closed. Everything being found correct, we opened doors and replaced gear, and after dinner, all boats' crews away for practice. Nos. 1 and 2 of guns went away on the 15th, in the destroyer "Hart" for 12-pounder firing.

On the 18th, we dressed ship and saluted,

in honour of the coming of age of the Crown Prince of Germany.

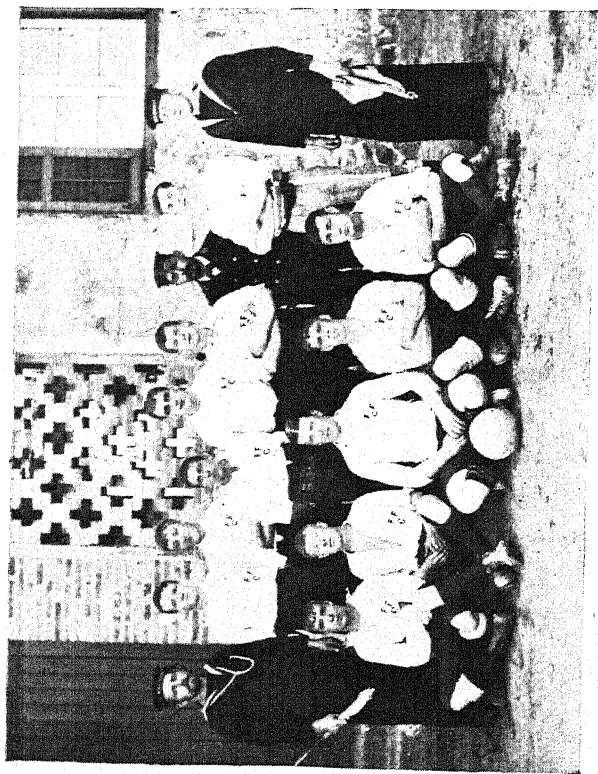
Great sadness was caused on board on the 22nd, the news being received of the grave illness of Her Majesty the Queen, and on the 24th, followed the news of Her Majesty's death. The news was made known to all foreign ships, and ensigns were half-mast. Minute guns were fired by the whole fleet, eighty-one guns each ship. At sunset, a salute of twenty-one guns was fired in honour of the Prince of Wales being proclaimed King.

On the 27th we dressed ship in honour of the Empress of Germany's birthday, but owing to our being in mourning, we did not take part in any of the saluting.

On February 2nd we held a divine service on board for Her late Majesty, and at half-past four we fired eighty-one minute guns. We left Woo-Sung on the 4th for Hi-Hang Bay, and did firing with all guns on the way.

On the 10th, our boats were sent away dragging for a torpedo which one of the ships had lost here during practice, we found it and brought it on board and cleaned it up.

On the 11th, we went out for cannon tube firing, the destroyer "Taku" towing the target. We finished at four o'clock, and anchored for the night. We went out again on the following day, the weather being very fine, and did six-inch and 12-pounder firing, very good shooting being done. We then proceeded to Taitan Bay and anchored there for the night, and returned winter clothing.



FORECASTLE FOOTBALL TEAM.



We ran torpedoes on the 13th, making ten good runs. In the evening, away all boats' crews, and a very good race was pulled between the two cutters, the first cutter being the winner by two boats' lengths. In the port watch a torpedo attack was made on the harbour and proved successful, the torpedo boats creeping in unobserved by the forts. It finished early in the middle watch, we having been standing at our guns all the time.

The weather was fine with a light breeze on the 14th, when we weighed anchor at 8.30, and proceeded to sea and ran torpedoes, finishing by dinner time. After dinner we proceeded to Hong Kong and went straight into dock and shored up, the dock then being pumped dry. The Chinese are very good at docking ships, there being of course English over them. The Kowloon dock belongs to an English firm; the Admiralty are building a big dock, but it will not be finished for some considerable time.

The following interesting account of Hong Kong is given by the author of "The Log of H.M.S. 'Terrible'":—

"The island of Hong Kong was ceded by the Chinese to the British Crown in 1841, but the cession was not finally ratified until the following year. It is a Crown colony, about 11 miles long and from two to five miles wide, with a circumference of 27 miles in extent, consisting of a precipitous ridge of irregular shaped hills, formerly barren, but now with

richly wooded slopes. Victoria Peak, the highest point, rises to over 1,800 feet, and upon it, and in the vicinity of its summit, are erected many fine residential buildings and the military barracks. The aspect of the city of Victoria is impressive in the extreme, owing to the many public and commercial buildings, hotels, clubs and banks, of imposing architecture, which rise from the water side in terraced fashion to a height of nearly 500 feet on the sides of the Peak. Viewed from the ships at night when lit up, the city offers a spectacle scarcely to be met with elsewhere. Its institutions may fairly claim a rank creditable to any city, and its municipal 'state and condition' could, indeed, be object lessons to the authorities of many British townships at home. Among its attractions must be reckoned an ascent up the Peak by the cable tramway; but the first place is taken by the compact botanical gardens, which, with their aviaries, orchard houses, and ferneries, are grandly situated, and justly command attention. In the far-famed Happy Valley are the racecourse, recreation grounds, and vast burial grounds of the respective communities, situated among sylvan scenery difficult to depict. The roads which intersect the colony are admirably made. Some, constructed at a considerable height, give access to the shady slopes which skirt the island, whence the view of Hong Kong harbour—among the finest in the world, having an area of ten square miles—with its diversified scenery

and shipping, presents an animated and imposing spectacle. The various and most profitable industries of the colony are yearly increasing in importance. There is excellent and ample dock accommodation, where the largest ships can be received, and additional naval and private docks are being constructed on the island. The important Peninsular of Kowloon, just across the island on the mainland, and the adjacent islands, are dependencies of Hong Kong. The modern town of Kowloon faces Victoria, and just beyond it the walled Chinese city stands alone in dirty dilapidation. At Kowloon also, important industries flourish, the extensive and well-equipped Kowloon docks offering every facility to trade. The population of the colony was over 283,000 in 1901, mostly Chinese; less than 10,000 being of European or other nationalities. The Chinese floating population numbered 40,000. A convention, concluded in 1898, secured the hinterland behind Kowloon, termed the New Territory, which added an important stretch of country and another 102,000 Chinese subjects to Hong Kong. Its naval and military importance to the Empire is incalculable, as it affords an almost invulnerable base for the powerful China Squadron; its snugly sheltered harbour being protected by powerfully constructed batteries and forts, which contain armament of the latest type. The climate was formerly notorious for its unhealthiness, but, owing to the careful attention given to afforestation and

sanitation, Hong Kong is now as healthy as other places in the same latitude. Plagues and other endemic diseases of the East pay periodical visitations, but are scientifically and energetically coped with, and soon got under. In fifty years of British rule an almost barren, rocky island, has been transformed into a veritable Garden of Eden, a first-rate Imperial stronghold, and the greatest commercial emporium and shipping centre of the Far East."

The watch was given seventy-two hours' leave on the 15th. We cheered the "Undaunted" out of harbour, she leaving for England to pay off.

February 17th, Sunday.—We observed this as the Sabbath until noon, when we got the ship ready for going out of dock, and by four o'clock we were afloat again; we commenced to haul out, and when clear we steamed down the harbour, and moored in line with our division. The reason we came out of dock on a Sunday was that the following day started the Chinese New Year, and they keep it up for a week, as they seem to do in some parts of England; none of them will do any work, and as it costs something like £200 a day when in dock, and it is a big waste of money when you are shut in for no purpose.

We had some wet weather, but the 22nd was better, and we provisioned ship, and also dressed ship for Washington Day.

On the 26th we coaled ship, starting at 7 a.m., and coaling from junks. We finished

at 3.30 p.m., taking in 1,370 tons, avering 186 tons per hour, thus beating all records on the station. We cleaned ship the following day, and the commander told us we had worked very well indeed the previous day, and he gave a half-day's leave to the watch. The port watch rigged the diving boat, and the divers went to the river boat "Sandpiper" to see her under water fittings.

We started our annual rifle practice on the 28th at Kowloon ranges.

On March 2nd the P. & O. mail arrived.

RAISING THE DREDGER.

THE following is Captain Percy Scott's official report as published:—

"The dredger : Canton River : length 180 feet, beam 36 feet, and displacement 1000 tons, was got out from England by the contractors for work on the new Admiralty docks at Hong Kong. In November, 1900, during a typhoon, she foundered 380 feet from the sea-wall and turned bottom up. The first operation towards raising her was necessarily to right her, and various attempts to do this were made, but without success.

"On December 17th, H.M.S. "Terrible" arrived at Hong Kong, and, finding the dredger was still bottom up, an offer was made to right her. The offer being accepted, work was commenced on January 2nd, and she was righted on the 18th. The turning of the dredger was affected mainly by parbuckling, but this was assisted by lifting her

on the opposite side with "lumps," and by forcing air into her, which displaced a large amount of water and thereby lightened her. The parbuckles were four in number, three of them capable of giving a pull of 100 tons each and the fourth 50 tons—total pull 350 tons. The parbuckles were wire runners and tackles, with Manilla fivefold purchases, the hauling parts of which were taken to steam winches ashore. The standing parts of the wires were taken to anchors buried in concrete. In all eight anchors were used, varying in weight from $2\frac{1}{2}$ tons to 15 hundredweights. In order not to bring too great a strain on the sea-wall they were distributed over a length of 100 feet. The parbuckle chains were three double and one single part of $1\frac{5}{8}$ inch cable: they were passed with a complete turn round the vessel, the bights of the double ones and the end of the single being secured by shackles or lashings to suitable places on the upper deck: the opposite ends were brought up over the bilge and on to a barge where the purchases were secured. Cradles were placed on the bilge of the dredger to distribute the strain and give leverage: and the barge was raised upon to ensure an upward pull.

"The connection between the parbuckle chains and the purchases offered some slight difficulty, as it was found impossible to get any block which would stand a strain of 100 tons. It was got over by making extemporaneous blocks out of the dredger's spare links, which had holes in them at both ends. Sheaves were cast and mounted between the links on a pin of the same diameter as the holes; at the other end a similar pin was put through with a sleeve-piece on it to prevent the two parts closing in. This sleeve had two thimbles on it, round.

which was passed a bale-sling strop, the bights being shackled to the ends of the parbuckle chain. This precaution was taken to ensure the chains bearing equal strains.

"Counter parbuckles were laid out to prevent the vessel coming bodily in instead of turning. A lift on the opposite side was obtained from the bow of a tank steamer, and from two "lumps." These were filled and hove down at low water, and pumped out during the operations as the tide rose. Air was pumped in by H.M. destroyer "Handy," and the water in the upper compartments of the vessel thus forced down materially assisted.

"All being in readiness, on January 18th, the winches were hove round and the vessel turned over without a hitch. When a purchase became "two blocks" a carpenter's stopper was put on to take the strain, and the block shifted. These stoppers were invaluable, and in future I shall have no hesitation in trusting the heaviest strains to them. In the righted position the vessel's upper deck was nine feet below high water, and on examination of it by divers disclosed considerable damage. The bulwarks being crushed in, had opened the deck where it joined the side, and several iron stays were forced through. The leaks were all mended, coffer dams, raised above high water, placed round each hatchway, and by March 1st she was ready for pumping up. Four pumps were started (12 inch, 9 inch, 8 inch and 6 inch); the vessel lightened, was turned round at right angles to the sea-wall, and dragged into shallower water.

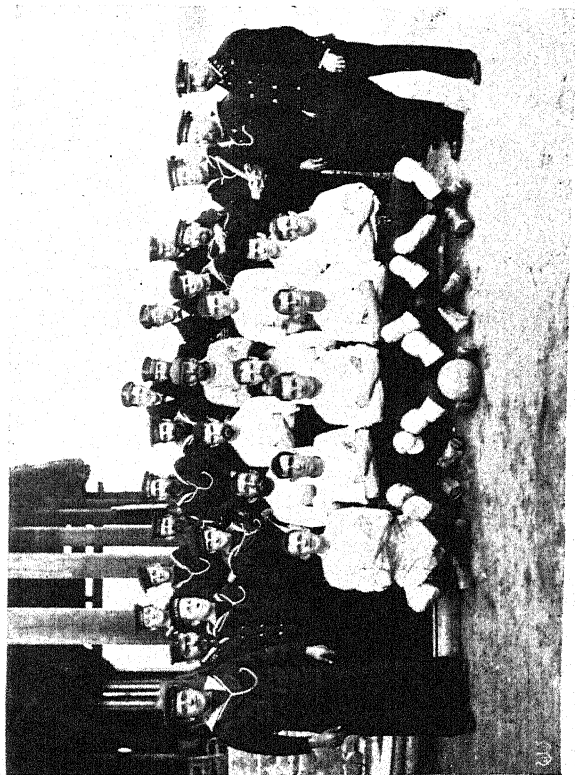
"On the 2nd pumping was resumed, the idea being to drag her along the bottom into still shallower water. The stern purchase was hauled taut,

the vessel rose slightly and there was every appearance of her coming in, when unfortunately, a bad leak developed on the port side which the pump failed to keep under. This caused an excess of buoyancy on the starboard side, giving the vessel a list: the great amount of top weight then came into play, and she turned over.

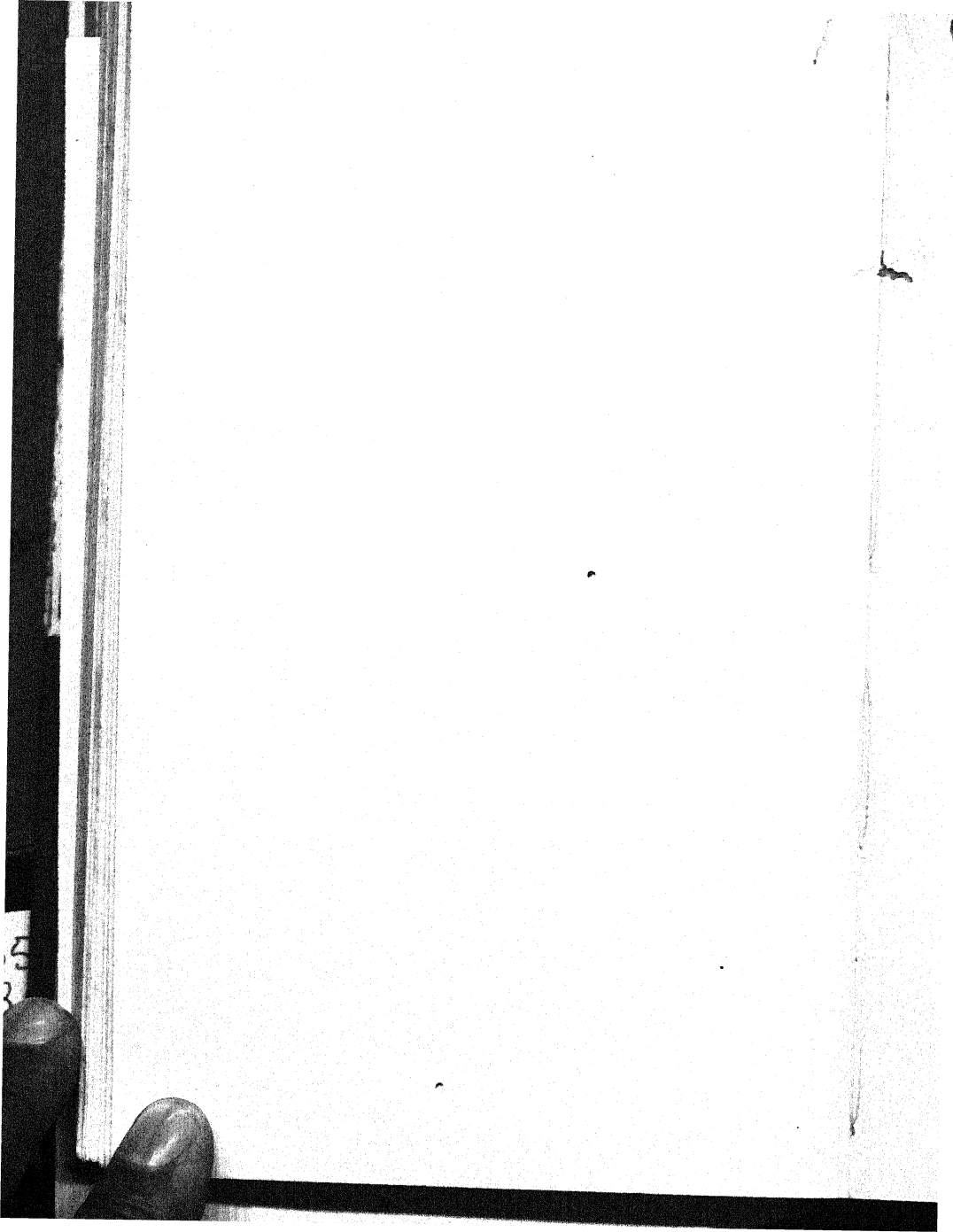
"On March 11th operations were started to turn her back again. Nine anchors were laid out in a line at right angles to her keel, and three parbuckle tackles of 100 tons each were rigged from them to six chains passed round the dredger. The hauling parts of two of the tackles were taken to the "Centurion's" foremost and after capstans; the third was taken to the capstan of the mooring-lump, which was secured to the "Centurion's" stern. The total strain on the "Centurion's" moorings was 75 tons. To assist her port-bower anchor was laid out. One of the capstans being hove round, the vessel was turned to an upright position without any difficulty."

The divers who were working on the "Sandpiper" were employed in trying to raise the dredger which was sunk during the typhoon. One diver lost his life during this operation through his air pipe getting cut in some way, and he was dead when he was pulled up.

On March 4th, a party of seamen and stokers went aboard the reserve ship "Wivern" to take her to sea for a couple of days to work her engines and to do heavy gun firing. It is a usual thing to commission



PETTY OFFICERS' FOOTBALL TEAM.



these reserve ships once a year and take them out to sea; the crews are made up from the various ships on the station. In time of war they would be manned by reserve men from the merchant service. We landed two companies and six maxim guns for drill over the hills at Kowloon, and they returned early in the evening after a hard day, the weather being very hot.

The "Wivern" returned into harbour and picked up her moorings, her steam and gun trials proving satisfactory; in the evening her pennant was hauled down, and our men returned on board.

The rifle competition finished on the 9th.

On the 11th the cruiser "Terrible" left, and the battleship "Ocean" arrived from the Mediterranean. We anchored by hand, having all our fires out and our engines under repairs. We kedged our way down the harbour and picked up the "Terrible's" billet.

We took our torpedo nets off on the 12th and sent them to the torpedo dépôt for repairs.

On the 15th a signal was made from the flagship for general quarters. The Australian volunteer gunboat arrived from Shan-hai-Kwan. She was offered for service at the beginning of the war and accepted, and was used for transport work down the coast.

On the 16th a signal was made from the flagship for each ship to send a party of bluejackets and a fire engine to a steamer flying signals of distress. Within two minutes our men had left the ship to her assistance

the boats from the other ships following soon after. We soon boarded her and got to work, and though much damage was done to her, the handy man saved her from being burnt out. We returned aboard in the evening very dirty and wet after our hard work. The steamer's captain did not forget to open a few bottles of whisky and thank us very much for our timely assistance. And still people wonder why a naval man gets the post of chief of the London fire brigade! In the evening the cruiser "Wallaroo" left for Australia, she having left that station when the Chinese war broke out. We had a smoking concert that night and it passed off really fine.

Monday March 18th.—A party of firemen and stokers were sent aboard the gunboat "Swift" to take her to sea for gun and steam trials, the same as had been formerly done with the "Wivern." Our Commander went in charge of her. She returned on the 20th everything found satisfactory.

March 27th.—To-day is the first anniversary of our commission.

A sailing race was held on the 30th the boats being sailed by midshipmen. We started to wear white clothing to-day.

On April 3rd.—We received our torpedo nets back from the dockyard and fitted them to the booms.

April 5th.—This being Good Friday it is observed as the Sabbath. The Transport No. 106 left for Australia having the Australian Naval Brigade on board. The bands of the

fleet played her out as she passed the lines. We had some days of very bad weather raining very hard with thunder and lighting.

On the 11th we coaled ship, taking in only 250 tons.

On the 12th, the weather looking more settled, we rigged up the quarter deck for a concert to be given in the evening. We sent out invitations to sixty men from each of the big ships, and thirty men from each of the small, by permission of the Captain. The concert started at 8 o'clock and finished soon after 11 o'clock, and a fine programme was gone through, finishing up with a sketch entitled "All's Well." Most of the latest songs from England were sung and great credit was due to our minstrel troupe, everyone being highly pleased with the whole show.

The American cruiser "Oregon" arrived on the 13th.

On the 14th all destroyers left harbour for two days' steam trials and tactics. The P. & O. mail arrived from England. We prepared for sea in the evening, and left the following day. The weather was fine, but there was a thick fog. It lifted in the afternoon, and we parted company with the fleet and proceeded to sea; but before we had gone far the fog came on again, and we had a near shave of running down a large junk. So we anchored until it brightened up again, when we proceeded on our journey to Woo-Sung. We started a steam trial, but had to slow

down, as in the middle watch it came on to blow hard, and we were shipping heavy seas ; we were doing 18 knots at the time.

We finished our steam trial on the 16th, averaging 18.5 knots.

On the 19th we arrived at Woo-Sung during the dog watches.

We coaled ship on the 23rd, employing Chinese labour. It came on to blow hard in the afternoon, and we had to cast the lighters adrift as they were getting knocked about alongside.

The 24th was calmer, and we finished coaling, taking in 550 tons. We cleaned ship next day, and the captains of guns went out firing in the destroyer "Hardy," returning in the evening. We prepared ship for sea.

On the 26th we exercised action, and in the afternoon weighed anchor and proceeded up the Yang-tse river, which presented a very pretty sight and is well fortified. We passed the Chinese fleet lying at anchor and saluted them. At four o'clock we passed the cruiser "Dido" and the French flagship lying at anchor. At eight o'clock we dropped anchor ahead of the cruiser "Argonaut" at Nanking, which was at one time capital of China, and is a very old and interesting place, being noted for the Ming Tombs, where it is said all the heads of the various provinces are buried ; also the Temple of Heaven, which is in ruins. Great pillars of stone still stand, and it is a wonder how they erected these great stone blocks so long ago. The Great

Wall of China is to be seen here. Very little of Nanking can be seen from the river—only a few huts on the shore. Very few white people live here, and the inhabitants do not understand English. In their compradores, or licensed drinking-houses, they refuse to serve foreigners.

On the 28th, at 8 a.m., we saluted the city with twenty-one guns, which was returned by the Chinese forts. H.M.S. "Argonaut" left during the day for Wei-hai-Wei. The British Consul came on board at 3 p.m., and to show him what we could do, "Off emergency landing party" was sounded, and smartly carried out. He inspected the companies and field guns, accompanied by the Captain.

May 4th.—The Chinese Viceroy came on board to pay a visit to the Captain, but did not stay long.

On the 11th, after general quarters, away all boats' crews, and they went for a long pull. There was a very strong current here. H.M.S. "Humber" arrived with stores.

We held a concert on the quarterdeck on the 14th, and invited what Europeans there were in the town to come on board. They spent a most enjoyable evening, thanking us very much for our entertainment.

During our stay here we had any amount of drill and boat exercise, the weather being very fine. The Yang-tse river runs for some hundreds of miles further inland, but it was not possible for a ship of our size to get a great way up owing to the shallow water.

On the 30th we got ready for sea, and next day we proceeded down the Yang-tse to Woo-Sung, arriving there late at night.

June 2nd.—Whilst our bum-boat was returning to the ship this morning her stays fouled our boom and she capsized, losing almost everything aboard her. The cutter and steam launch went to her assistance, and chopping her mast away, she righted herself. We discharged three petty officers to H.M.S. "Centurion" for passage home to pass for higher gunnery ratings. At five o'clock we prepared for sea.

June 3rd.—We weighed anchor and proceeded, in company with H.M. ships "Dido," "Argonaut," and "Hardy," for cannon tube practice and heavy gun firing. The following day we went out again and commenced firing. Each ship towing a target, and firing at each others as we passed at a distance of 2,000 and 3,000 yards. We had heavy gun firing on the 5th, range 2,500 yards, steaming ten knots—very good firing done all round. We coaled ship on the 8th, employing native labour, taking in 1,125 tons.

June 14th.—We had night firing, a triangular target being dropped from the ship, and the searchlights playing on it, the range being 2,000 yards, some very good shooting being done; we finished at ten o'clock, picked up the target, and carried on our journey.

On the 15th we stopped the ship lowered the lifeboat and piped hands to bathe. The sea was very warm now. We proceeded,

steaming five knots, and arrived in Cruiser Bay off Wei-hai-Wei at two o'clock on the 17th. We weighed anchor and went inside the following day. We got boats ready for the sailing race for the Admiral's Cup. It is a private rigged race for all boats of the fleet. The weather was fine with a light breeze, and the race started at 9.30 a.m., finishing at 1.30 p.m., the "Isis" cutter being the winner.

On June 19th we were busy cleaning ship, as the Admiral was going to inspect us the following day. We started early on the 20th, and had everything ready by nine o'clock. We dressed in our best clothes, and were at divisions by a quarter past nine. At 9.30 a.m. the Rear-Admiral and his staff came aboard. He was received by the Captain, officers, and guard, and was given a general salute. He began by inspecting us at divisions, after which he went round our mess-deck and flats, and had a general look round, going just where he thought fit. The ship's company were then mustered by the open list, this finished, we shifted into drill suits and were inspected at general quarters. The Admiral asked the guns' crews many questions, and gave orders about certain parts supposed to be shot away, which is the guns crews' job to provide spare parts for and replace them. We next had collision stations, the Admiral going below, saw the mat placed, and inspected watertight doors, this finished the morning's work. After dinner, man and arm boats.

On the 21st, the ship's company of the

"Barfleur" invited us to a supper and smoking concert. A farewell dinner and ball was given ashore in the club by the officers of the fleet, to Admiral Seymour who was leaving the China station. A guard of honour was formed of bluejackets from the fleet, and searchlights were displayed till after midnight. A sailing race was sailed on the 22nd, and won by our pinnace.

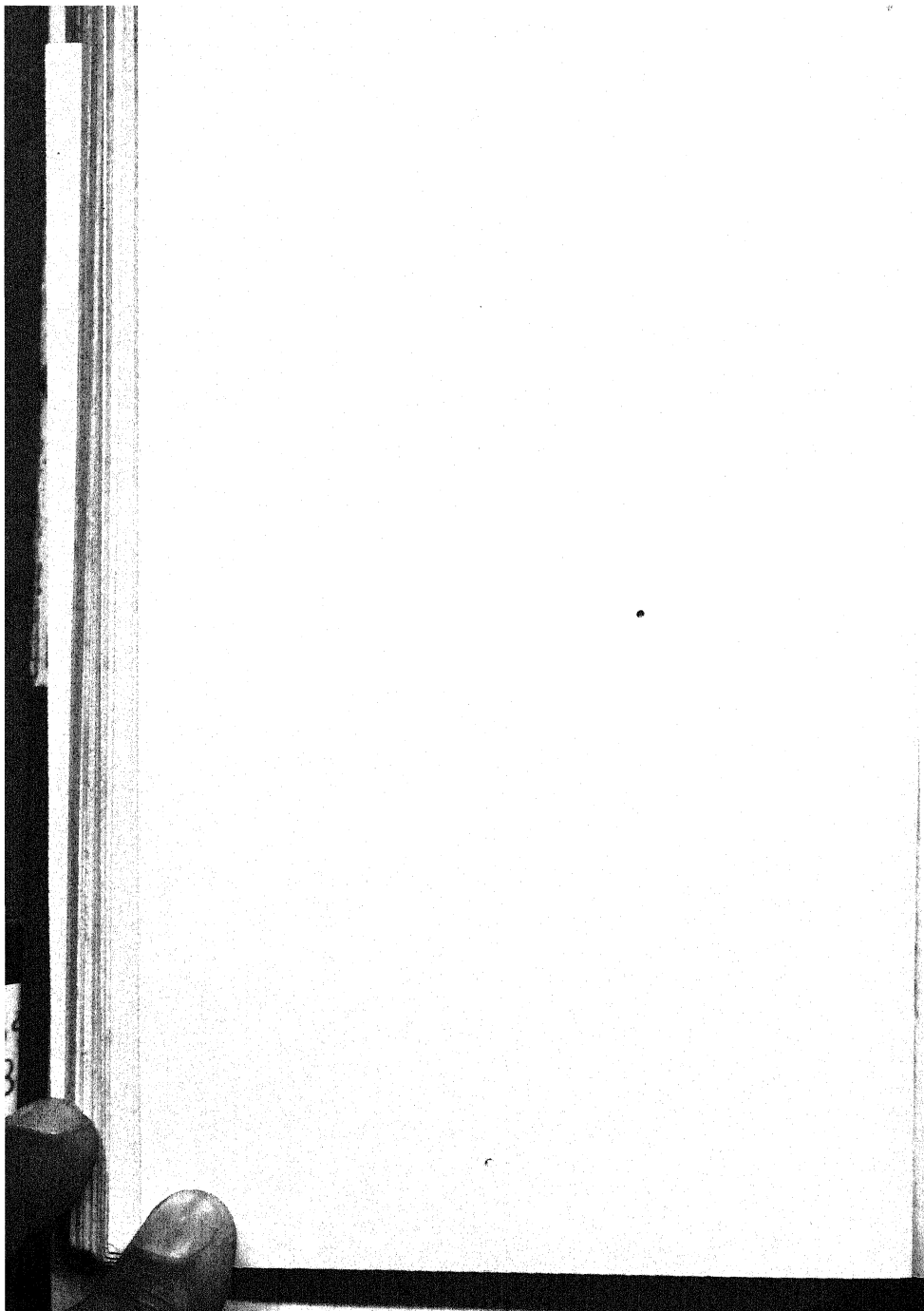
On the 24th we weighed anchor and proceeded to sea for our annual prize firing. A target 20ft. by 14ft. was moored some distance from the island, the range being from 3,000 to 4,000 yards. We only managed to get a few rounds off, when a lot of Chinese junks, their occupiers evidently tired of life, got in the way, but as we did not feel anxious to oblige them, we stopped, and anchored by the target for the night. We started early the following day, but were still hindered by the death-hunting Chinese, and we finished the six-inch practice the next morning and the barbettes in the afternoon. We cheered H.M.S. "Centurion" as she passed us homeward bound to pay off.

We coaled ship on the 29th, taking in 700 tons, and averaging 104 tons per hour.

July 1st.—Paid money. Landed field guns on the 2nd, and in the evening our 14-oared cutter pulled the "Terrible's" for a supper, ours winning by half a boat's length. We landed a battalion on the 4th and went over the hills skirmishing; the men from the "Glory" and "Argonaut" being the enemy, while the



MARINES' PRIZE 6-Inch GUN'S CREW.



defending party consisted of those from the "Goliath," "Terrible" and "Ocean," the defending party winning. Our Marines' racing cutter's crew pulled the "Endymion's" in the evening, our boat winning easy.

July 9th.—We cheered the storeship "Humber" out this morning, as she had on board a party of marines who had been stationed here, and she was taking them to Hong Kong for passage home. The flag-ship "Barfleur" went out firing on the 10th, so we hoisted the Rear-Admiral's flag.

We coaled ship on the 15th, taking in 250 tons, and proceeded the next day to Taku, arriving on the 17th, and anchoring about twelve miles off the land. A party of officers went on leave to Pekin, going up the river in tugs to Tientsin, and then by rail to Pekin. The boats went away sailing in the afternoon. Our cutter had the misfortune to run into a French boat under sail, and this necessitated sending a commissioned officer to apologise.

The French Admiral paid a visit on board on the morning of the 19th, and a salute of fifteen guns was fired on his leaving.

We went out to sea on the 28th for cannon tube practice and torpedo running, and returned to Taku in the evening.

August 1st, 1901.—We exercised landing parties this forenoon, and in the evening manned and armed boats. We also cheered a French and a German transport out, which were returning home with troops from Pekin.

We cheered an Italian transport out on the

3rd, she having troops aboard that had served during the war.

The weather became very rough indeed on the 5th, and necessitated our weighing anchor and going out to sea, coming in again in the evening.

H.M.S. "Ocean" arrived on the 8th, having been sent up to relieve us. We weighed and proceeded, taking with us the steam yacht "Olive," and sending a party aboard to navigate her. When near Wei-hai-Wei we sighted a destroyer coming towards us, having been sent with instructions to take the yacht in tow and proceed to Chefoo and coal; we arrived the same day and prepared ship for coaling. We coaled on the 10th, taking in 450 tons. We left next day for Wei-hai-Wei, and arrived there at 5 p.m. and moored ship.

We again coaled ship on the 13th, taking in only 250 tons. We fired a salute of 61 guns, as the funeral of the Empress Frederick took place that day.

H.M.S. "Glory" arrived with the Vice-Admiral on the 15th.

On the 28th we began to rig and decorate the quarter-deck, as we were going to have a large supper and concert the following night. Invitations were issued to 100 men from each battleship, 70 men from each cruiser, and 40 men from the small ships making in all 1,500 men apart from our own ship's company.

We were very busy all day, the 29th, getting things ready, and we had everything in order by six o'clock. The supper was held in our

own messes and a very nice spread was laid out. The entertainment commenced at 8.30, and was a burlesque on "The Forty Thieves," and a grand turn out it was, being acted entirely by our officers, finishing just before twelve o'clock. We repeated it the next night, this time to the officers of the Fleet and the army and their friends. Everyone was very pleased with the show and everything went off *well*.

September 1st.—The Captain had everyone aft and told us all about the pleasant remarks made about the way the entertainment went off. He was very pleased with it and thanked the officers and men very much for their acting and hospitality.

The Annual Fleet Regatta started on the 2nd and all pulling races were completed that day. We came off very well taking a good share of the prizes. We also did well the next day when the officers pulling races came off.

The sailing races came off on the 4th and the distance was about nine miles. Our launch came in 2nd, our pinnace 3rd, and our cutter 3rd.

A race was sailed on the 5th for private rigged boats. Our first gig came in 2nd and our Commander sailing her.

H.M.S. "Barfleur's" ship's company invited us to a smoking concert on September 6th, and we spent a very pleasant evening with them.

September 9th.—We prepared for sea this

morning, and began to unmoor. After dinner we weighed and left for a cruise in Japanese waters, our first port being Kobe, on the south of the island.

On the 12th we got our hammocks down at four o'clock and had to turn in, it being supposed to be night. They then sounded off, exercise action, and we were supposed to meet the enemy. We came to anchor at six o'clock in the Inland Seas, which are a most magnificent sight. It took a couple of days to go through them, as ships are not allowed to steam more than 10 knots an hour.

We returned to Kobe on the 14th, after a very nice trip and splendid weather. General leave was given.

On the 16th the flagship arrived at four o'clock.

A Russian battleship arrived on the 19th.

On the 24th H.M.S. "Barfleur" left for Yokohama. The German cruiser "Fürst Bismarck" arrived.

October 1st.—We were busy to-day surveying both bower cables, and in the evening the watch manned and armed ship.

On the 4th we weighed anchor and proceeded to sea; we ran torpedoes, doing eight good runs from each tube. At eight o'clock we cleared ship for action and went to general quarters, afterwards replacing all gear and proceeding on our way to Yokohama. The weather was beautifully fine.

We arrived at Yokohama on the 5th, and saluted the Japanese fleet with twenty-one guns.

Yokohama is the principal port of Japan, and has a population of about 94,000. It has a most commodious harbour, which is protected by a large breakwater. No man-of-war over 1,000 tons is allowed inside the breakwater, their anchorage being immediately outside. The end of the harbour proper is marked by the medical officers' ship and the lightship. The bund runs the full length of the sea-front, the best hotels and the Yokohama Club being situated there ; also the Royal Naval Hospital, which is in reality a convalescent home for recouping invalids of the British squadron in Chinese and Japanese waters. In the distance, standing in stately solitude, is the sacred Fujiyama Mountain, over 12,000 feet high, which forms a solemn and imposing background to the city. Along the wooded slopes may be seen the stately and well-appointed houses of the foreign residents and well-to-do Japanese. The town itself is somewhat lacking of interest, though there is a fairly large park known as the Red Park, where most of the local functions are held. At Kamakura—which is within easy distance of Yokohama—may be seen the great bronze Buddha (Diabutsa), which is 50 feet high and 97 feet in circumference ; the whole cast in sections and deftly brazed together.

Tokyo, the capital of Japan, is within easy reach of Yokohama, and is situated on the edge of the bay of the same name. The water, however, is too shallow for large ships to get within reasonable distance, hence the fact that Yoko-

hama is the chief port. Trams and the familiar rickshaws are the chief means of transit. At the far end of the town the Zoological Gardens and Cinnamon Gardens are situated. At the extreme eastern end of Tokyo is the Imperial Palace. It is surrounded by a moat with drawbridges, and is strongly guarded by an Imperial Guard. The British Legation is about ten minutes' walk away. One of the finest buildings in Tokyo is the "Nippon Jaiko," the Bank of Japan, much on the same lines as the Bank of England.

The city is, indeed, full of interest to the foreigner. There are over 3,000 temples, mostly Buddhist, many of which are of great historic interest and of vast proportions. Most of the city is built with wood, the result being that conflagrations are of frequent occurrence. It is of immense area, and has a population of 1,500,000 people, and publishes over one hundred newspapers, many of which are dailies. Tokyo, of course, swarms with bazaars.

On the 6th the officers of the Japanese fleet paid a visit on board, and had a walk round the ship with our officers. In the evening we prepared ship for coaling, and commenced next morning, knocking off at 4 p.m. on account of rough weather; we had taken in 400 tons. We finished coaling the following day, taking in 1,250 tons, and then washed down.

October 20th. — Furled port nets. The weather has been bad for some time, raining

heavily, but cleared up this morning. A Japanese battleship arrived in the afternoon, and we cheered H.M.S. "Dido" out of harbour, she leaving for England to pay off. In the evening we prepared for sea. We weighed anchor at nine o'clock the following morning, and steamed round the fleet; we cheered H.M.S. "Barfleur," as she had her orders for England to pay off, and this was the last time we should see her. The Admiral signalled back and thanked the officers and the ship's company, wishing us a pleasant voyage and a happy commission. We then proceeded to sea and carried out cannon tube practice until two o'clock, and then proceeded on our journey. The weather was fine, but very cold.

On the 22nd we cleared ship for action, and after breakfast commenced our quarterly firing, a target being dropped from the ship, the distance being from 2,000 to 3,000 yards. The 6-inch and the 12-pounders made some very fine shooting. In the afternoon we finished firing, picked up the target and replaced gear, and then went on our journey; the speed, during the shooting, was twelve knots.

On the 23rd, we arrived at Kobe, and saluted the French Admiral there.

On the 28th, the divers went down for their annual dip. The flagship "Glory" arrived the following day with the Commander-in-Chief on board, and signaled to us to raise steam for twelve knots and proceed at once to sea. On the following day (Monday) we

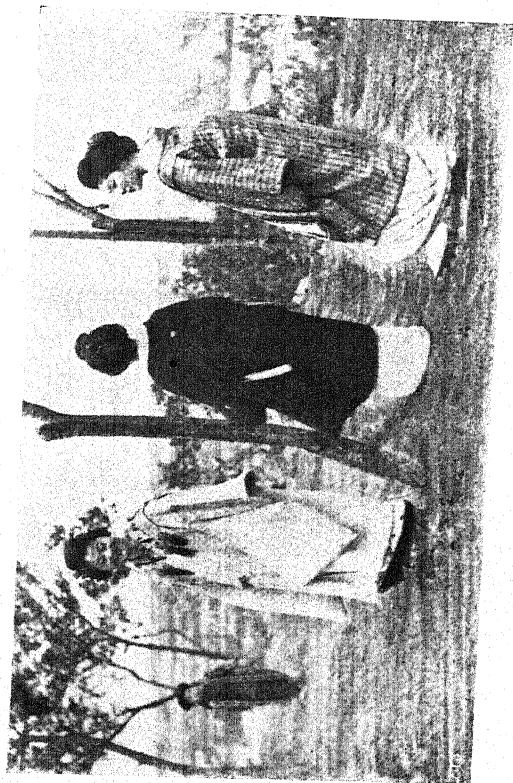
weighed anchor and proceeded with the flagship, passing the Austrian battleship, line ahead. The signal from the flagship for exercise was, fire stations, and we came out first. In the afternoon, we passed the mail boat homeward bound, and the bands played her on her way, cheering her up with "Home Sweet Home." We proceeded to Yokohama, where we were going to take part in the Emperor of Japan's birthday celebrations. The weather continued fine. Yokohama was reached at 5.30 a.m. on the 30th, and we saluted the Japanese and U.S. fleets. The British Minister paid a visit to the Admiral and was saluted with fifteen guns on leaving. The Japanese and American Admirals also visited the Admiral in the afternoon.

November 1st.—We weighed anchor in the morning and proceeded nearer the shore. The 3rd being the Emperor's birthday, we dressed ship and fired a salute of twenty-one guns.

On November 4th we did a lot of drill with the flagship, and we had out net defence beating them by about four minutes—a very smart piece of work. We had out kedge anchor in the evening, again beating them, doing the evolution in almost half their time. The U.S.S. "Kentucky" arrived in the evening.

We gave one of our successful smoking concerts on the 8th, and invited the ship's company of the flagship.

November 9th (the King's birthday).—We dressed ship and fired a royal salute at noon. The watch was given leave.



JAPANESE GIRLS,
Winter Costume—on hill overlooking Yokohama Harbour.

On the 12th we got ready for the Admiral's inspection, which took place on the 14th, the Admiral and staff coming on board at 9.30 a.m. and inspecting us at divisions. He then went round the ship, mess deck and flats, and all places below. We next mustered by the open list, and he picked out men to muster their kits and bedding. This was finished soon after twelve, and the Admiral left for his own ship. He came on board again next morning, and exercised general quarters and fire stations. Everything was carried out quietly and smartly.

On the 16th, during the middle watch, the fire engines were called away to help put out a blaze on shore, where there was a huge fire raging, the whole harbour being lit up. It did not take us long to get to work, and we soon ran our hoses along and started the engines. We got on very well with the Japanese firemen, who knew what they were about. The burning building was the Oriental Hotel, and it was not until after five hours' hard work that the fire was got under control. We managed to save a lot of property and stopped the fire from spreading. No lives were lost. We were treated very well and had plenty to eat and drink, leaving at eight o'clock in the morning. The place was practically gutted.

On the following day H.M.S. "Orlando" arrived at 1 p.m. from Shanghai. H.M.S. "Glory" left for Hong-Kong, leaving us Senior Officer's ship here. The following is the

Admiral's report on his recent inspection, the Captain having everyone aft and reading it out:—

"The ship's company are of average physique. The ship is in admirable condition and is highly creditable to her Captain and officers. The men were very clean and well-dressed. The ship having been recently inspected before my arrival on the station, and having been in company with my flag and under my eye since, it was not necessary to repeat many drills and exercises. I consider the crew well trained, and the gunnery arrangements generally, are creditable to the Gunnery Lieutenant. The appearance of the engine room department is very good.

(Signed) "CYPRIAN BRIDGE,
"Vice-Admiral."

On the 21st we coaled ship, taking in 950 tons, finishing by 8 p.m.

On the 28th we were very busy rigging up the quarterdeck for a dance which the officers were giving. They gave the ship's company permission to dance first and get the deck in trim, and we had a good hour's time of it. In the afternoon the officers' guests arrived, consisting of about two hundred British residents, and they enjoyed themselves greatly, dancing going on till late in the evening. The U.S. flagship "Brooklyn" sent an invitation for fifty of our men to go to them for an entertainment. They were well treated, and had a happy time of it.

December 2nd.—Dressed ship in honour of the Queen's birthday and, at noon, fired a salute of 21 guns. The American Admiral paid a visit on board on the 3rd, and walked round the ship with the Captain and officers.

On November 7th, at 7 a.m., we weighed anchor and proceeded to sea ; the American flagship "Brooklyn" came out with us, and we steamed abreast for some time and exchanged salutes. She then altered her course for Kobe. We carried out cannon tube practice, finishing at four o'clock, and then proceeded on our journey.

On Sunday, the weather was very bad, the wind blowing hard and a heavy sea running, and we spent a very uncomfortable night, however the weather moderated, and we were all right once more. On the following day we cleared ship for action and lowered a target overboard and did half-quartly firing, some good shooting being done. In the middle watch we passed three of our fleet, making for Yokohama. We reported ourselves to the flagship by flashing signals. The ships were the "Albion," "Cressy," and "Argonaut."

December 15th.—The weather was fine, and we sighted land at daybreak, and at nine o'clock we anchored in Taitam Bay.

On the 16th we had stations, abandon ship, everyone getting into the boats, as they would have to, in case the ship was sinking. The boats lay off the beam, and the Captain came round and mustered them. Everyone was out of the ship except a few hands told off to remain

behind. At 9 p.m. we manned and armed ship and had a torpedo boat attack. Our steam boats had steamed away early in the evening, they representing torpedo boats, they came in during the night and tried to make an entrance to the harbour. We discovered them with our searchlights and opened fire before they had a chance to discharge their torpedoes.

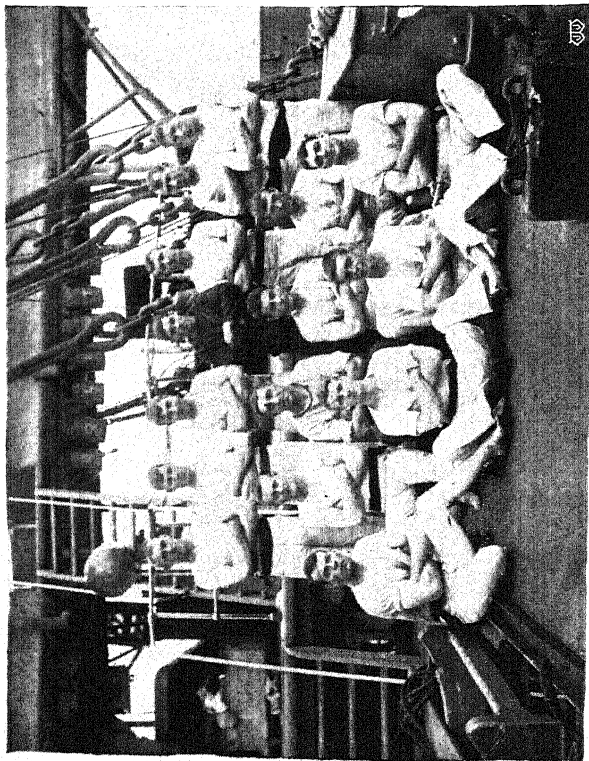
On the 17th, the divers went down to examine our underwater fittings, and the captains of guns went away in the piquet boat which had a 12-pounder mounted in her. After tea, our marines had a race in the cutters for a supper, the 1st cutter winning by three boats' lengths. On the following day we proceeded to Hong Kong, arriving at one o'clock, and tied up to No. 2 buoy. We found most of the fleet here for Christmas, and also H.M.S. "Glory" with the Commander-in-Chief.

On the 24th we were busy getting everything ready in our messes for Christmas Day.

December 25th. — This was our second Christmas Day of this commission, and we had a very good day. The Captain and officers went round the decks at twelve o'clock and wished us a merry Christmas, and then sampled our cake and pudding. The mess-deck was well-decorated, and there was any amount to eat. Everything went off very well, and special leave was given to both watches.

On the 26th, H.M. ships "Cressy" and "Pique" went out for target practice.

On the 30th we drew stores and started to paint the ship French grey, this was an



SEAMEN'S RACING CUTTER'S CREW.

Back Row—H. Wigginton, H. Friend, Smith, J. Cottingham, P.O. and, P. Cocoran.

R. Harper, Moor.

Second Row—J. Decale, J. McGinty, Mills, W. Peek.

Front Row—A. Meeck, R. Freebourne, E. Bennett, G. Quersstreet.

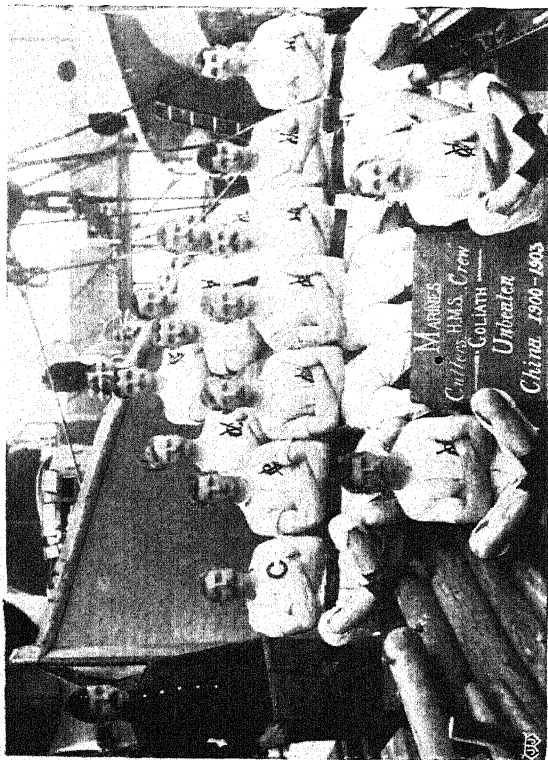
experiment to see which was the best colour for war. The cruiser "Orlando" left for the north in the morning, and we returned our torpedoes to shore for inspection.

On the 31st, H.M.S. "Aurora" had an accident while taking their steamboat in, the foremost fall carried away and she came down with a run. As luck had it, her crew jumped overboard and thus escaped injury. Boats were sent away from the fleet to pick the men up.



PART III.

THE LOG OF H.M.S. "GOLIATH."



MARINES CUTTER'S CREW.

Back Row—Gr. Berry, Pte. Inns, *Second Row*—Pte. Stamp, Pte. Ridge, Pte. Denial,
Third Row—Pte. Wortley, Pte. Taylor, Gr. Davis, Gr. Steele, Pte. Johnson,
Front Row—Gr. Rowbottom,
 Act.—Bour, Morris, Cox.—Pte. Austin.

PART III.

JANUARY 2nd, 1902—We sent parties ashore to work in the dockyard and we also drew 6-inch shell. H.M.S. "Amphitrite" arrived from England with relief crews. She sent us one lieutenant, three midshipman, one engineer and sixteen boys.

On the 3rd, we had a party scraping the ship's side, and the gunnery training classes landed at Kowloon for drill.

January 5th, (Sunday).—H.M.S. "Humber's" ship's company came on board to church.

On the 7th, we discharged six seamen to H.M.S. "Redpole" for passage home to pay off, and six ordinary seamen joined the ship from H.M.S. "Tamar."

On the 16th, the marines started their annual firing.

On the 17th, thirty-five of our men went on board H.M.S. "Blenheim" to a smoking concert and supper.

January 19th, (Sunday).—The service was conducted by a chaplain from shore, our own having been lent to the "Glory" theirs having

been shot, up the Canton river, by pirates last week. We sent the fire-engine and a party of men to a steamship that was on fire and the handymen of the fleet soon put it out.

On the 23rd, at half-past eight the officers of the fleet, in full dress, attended an at home on board H.M.S. "Terrible."

February 5th.—We coaled ship to-day taking in 200 tons and finished at 12 noon.

On the 6th, exercised, out fire-engine, the time taken was 3 minutes which is not bad. We cheered H.M.S. "Aurora" out this morning, leaving for England to pay off, she steamed round the fleet and had a very good send off and it was a very pretty sight seeing her leave. The torpedo party were busy bringing new torpedoes on board.

On the 10th, we had general evolution: out sheet anchor, when we were first. The U.S.S. "Brooklyn" left for America and the gun-boat "Robin" arrived from West River.

February 12th.—We commenced early this morning to get the boats in getting the sailing pinnace in by hand, and at half-past ten we slipped moorings and went into dry dock.

On the 17th, a Russian battleship arrived. We came out of dry dock and went to our mooring at half-past two and prepared ship for coaling. We commenced coaling at half-past eight the next morning and finished at 5 o'clock, taking in 1550 tons and averaging 172 tons 4 cwt. per hour, which was very good work.

On the 20th, a battalion from the fleet went

route marching and covered a lot of ground, arriving back at half-past twelve.

On the 21st, general exercise, signalled from flagship: "Send one diver and diving apparatus and spare dress to flagship for inspection." Times as follows:—

				Min.	Sec.
"Goliath"	...	...	...	3	10
"Glory"	...	...	...	6	20
"Eclipse"	...	...	...	9	15

On the 22nd, the fleet dressed ship and fired a salute of 21 guns in honour of the birthday of the U.S. President.

On the 24th we had general exercise, out kedge anchor and repair to flagship for inspection:—

				Min.	Sec.
"Goliath"	...	...	...	3	10
"Eclipse"	...	...	...	6	5
"Glory"	...	...	...	7	0

On the 25th, out kedge anchor; port watch:—

				Min.	Sec.
"Goliath"	...	...	...	4	35
"Terrible"	...	...	...	4	47
"Eclipse"	...	...	...	6	5

On the 27th we had a sham fight on shore, we were the defending force and our instructions were to protect Kowloon dock and city against a much superior force, consisting of men from H.M. ships "Glory," "Humber," "Fame," "Albion," "Endymion," and "Eclipse," whose

been shot, up the Canton river, by pirates last week. We sent the fire-engine and a party of men to a steamship that was on fire and the handymen of the fleet soon put it out.

On the 23rd, at half-past eight the officers of the fleet, in full dress, attended an at home on board H.M.S. "Terrible."

February 5th.—We coaled ship to-day taking in 200 tons and finished at 12 noon.

On the 6th, exercised, out fire-engine, the time taken was 3 minutes which is not bad. We cheered H.M.S. "Aurora" out this morning, leaving for England to pay off, she steamed round the fleet and had a very good send off and it was a very pretty sight seeing her leave. The torpedo party were busy bringing new torpedoes on board.

On the 10th, we had general evolution: out sheet anchor, when we were first. The U.S.S. "Brooklyn" left for America and the gun-boat "Robin" arrived from West River.

February 12th.—We commenced early this morning to get the boats in getting the sailing pinnace in by hand, and at half-past ten we slipped moorings and went into dry dock.

On the 17th, a Russian battleship arrived. We came out of dry dock and went to our mooring at half-past two and prepared ship for coaling. We commenced coaling at half-past eight the next morning and finished at 5 o'clock, taking in 1550 tons and averaging 172 tons 4 cwt. per hour, which was very good work.

On the 20th, a battalion from the fleet went

route marching and covered a lot of ground, arriving back at half-past twelve.

On the 21st, general exercise, signalled from flagship: "Send one diver and diving apparatus and spare dress to flagship for inspection." Times as follows:—

				Min.	Sec.
"Goliath"	...	...	...	3	10
"Glory"	...	...	...	6	20
"Eclipse"	...	...	...	9	15

On the 22nd, the fleet dressed ship and fired a salute of 21 guns in honour of the birthday of the U.S. President.

On the 24th we had general exercise, out kedge anchor and repair to flagship for inspection:—

				Min.	Sec.
"Goliath"	...	...	...	3	10
"Eclipse"	...	...	...	6	5
"Glory"	...	...	...	7	0

On the 25th, out kedge anchor; port watch:—

				Min.	Sec.
"Goliath"	...	...	...	4	35
"Terrible"	...	...	...	4	47
"Eclipse"	...	...	...	6	5

On the 27th we had a sham fight on shore, we were the defending force and our instructions were to protect Kowloon dock and city against a much superior force, consisting of men from H.M. ships "Glory," "Humber," "Fame," "Albion," "Endymion," and "Eclipse," whose

force was equal to four of ours. We landed at 7.30 in the morning and had a long march and some very heavy country to get over, there being very high hills to climb. We sighted the enemy a little later and at once opened fire on them. We captured a lot of their men and surrounded three companies and captured two of their maxims. The "cease fire" sounded soon after twelve, the umpires decided that the defending party was victorious. We marched down to the rifle range and had a rest, and found the bands there to meet us, we then marched back to our ships.

March 18th.—The Admiral arrived in the gunboat "Firebrand" having been up West River on an official visit. The German flagship saluted him with 17 guns.

On the 3rd the evolution for "Goliath" and "Terrible" was land every available man and machine guns' crews, our time was, all clear of the ship 30 mins., all landed at Kowloon 45 mins., "Terrible" 43 mins. and 55 mins. We took provisions for two days, and ten thousand rounds of ammunition.

Evolutions on the 4th, Place Mat :—

			Mins.	Secs.
"Goliath"	...	...	3	40
"Glory"	...	...	3	47

In the evening, send wire hawser for inspection to flagship :—

			Mins.	Secs.
"Goliath"	...	...	3	40
"Glory"	...	...	6	0

We received the report of the umpires on

the sham fight. Great praise was given to the defending force for the way in which we had taken advantage of cover, and the loss we had inflicted on the enemy.

Employed on the 6th rigging quarter-deck for officers ball. The following day everything looked very nice indeed and we were allowed to dance before the guests came just to break the deck in. The ball commenced at nine o'clock and finished after twelve, there were over two hundred guests.

On the 8th H.M. Ships "Ocean" and "Orlando" arrived. We had general evolution, out "Fire Engine, fire ashore" times :—

			Mins.	Secs.
"Goliath"*	...	...	3	10
"Ocean"	...	...	3	45
"Eclipse"	...	...	5	30
Flagship	...	...	5	35

We exercised out kedge anchor, and took it to H.M.S. "Ocean" for inspection :—

			Mins.	Secs.
"Goliath"	...	...	1	50
"Orlando"	...	...	4	30
Flagship	...	...	5	30

The Captain had us all aft, and gave us great credit for being so smart in our drill, and said he did not think there was a ship in the fleet to come up to us. We then had "away all boats' crews and pull round the fleet:"—

	First Boat.			Last Boat.	
	Min.	Sec.		Min.	Sec.
"Goliath" ...	18	20	...	23	20
"Ocean" ...	17	15	...	24	31
"Orlando" ...	18	23	...	24	35

March 16th (Sunday). — U.S.S. "New York" arrived.

On the 17th we exercised out large wire hawser, and took it to H.M.S. "Eclipse" for inspection:—

				Min.	Sec.
"Goliath" ...	...	...	...	3	57
"Terrible" ...	...	...	...	5	46
Flagship ...	...	...	...	6	52

Also out collision-mat and close water-tight doors:—

				Min.	Sec.
"Goliath" ...	...	...	...	2	25
"Bramble" ...	...	...	...	2	45

On the 19th, out fire engine for ashore:—

				Min.	Sec.
"Goliath" ...	...	...	...	2	5
"Terrible" ...	...	...	...	3	30

The fleet landed a battery on the 20th, and we marched to Happy Valley and drilled independently. H.M.S. "Albion" left in the evening with the Rear-Admiral for Mirs Bay. We were awakened during the middle watch by the bugle sounding "Action!" and we had to turn out and rush to our guns: an exercise practised in case of a night attack.

The sloop "Vestal" arrived from England on the 23rd, H.M.S. "Astræa" arrived on

the 24th, and H.M.S. "Pique" left for the North

On the 25th H.M.S. "Orlando" left for England to pay off, and we cheered ship and gave her a very hearty send-off, the band of the Royal Welsh Fusiliers following her in a steam launch, playing her out. The Admiral left for a visit to the North. A 14-oared cutters' race was pulled between the flagship and the cruiser "Eclipse," the latter winning with ease.

March 27th.—This was the second anniversary of our commission. There was a general landing party from the fleet for drilling in Happy Valley. A few remarks about that place may be of interest. The Valley itself is a charming spot, about a mile from the most populous part of the town, and the bed of it, a mile long by half a mile broad, has been turned into a general recreation ground. A racecourse, with grand stands and stables, runs right round it; in the centre is room for all other amusements, and it is no uncommon thing to see games of football—Rugby and Association—hockey, polo, and cricket, going on at one and the same time, whilst the ubiquitous golfer drives off from his clubhouse at one end and makes his presence known to the lot of them. The Naval Hospital stands at one end, also three or four cemeteries.

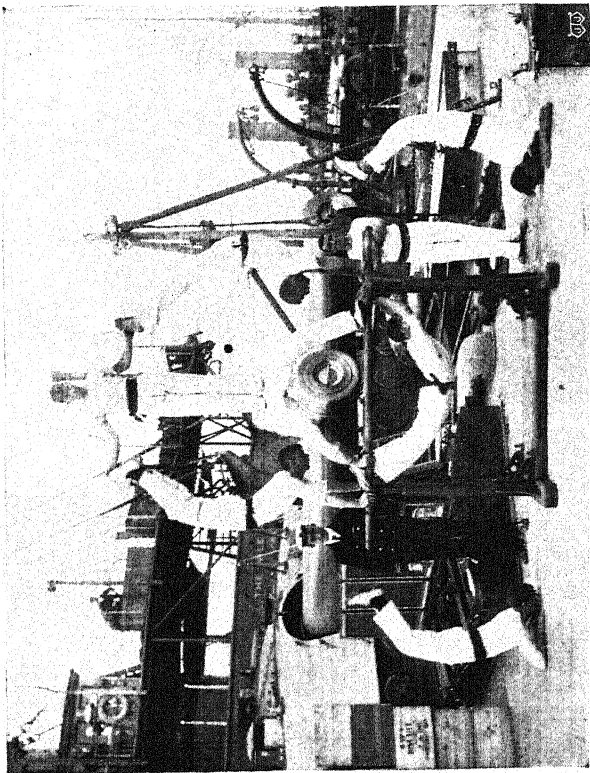
We marched there with our band and did a little drill and then had a route march round the hills, arriving on board soon after twelve. H.M.S. "Astræa" left for England to pay off.

We cheered ship, and the bands of the fleet played her out. The French flagship arrived.

On the 29th the Rear-Admiral arrived in H.M.S. "Albion," and exchanged salutes with the French Admiral. The Vice-Admiral arrived next day in his yacht. We had evolutions in the evening, out collision mat :—

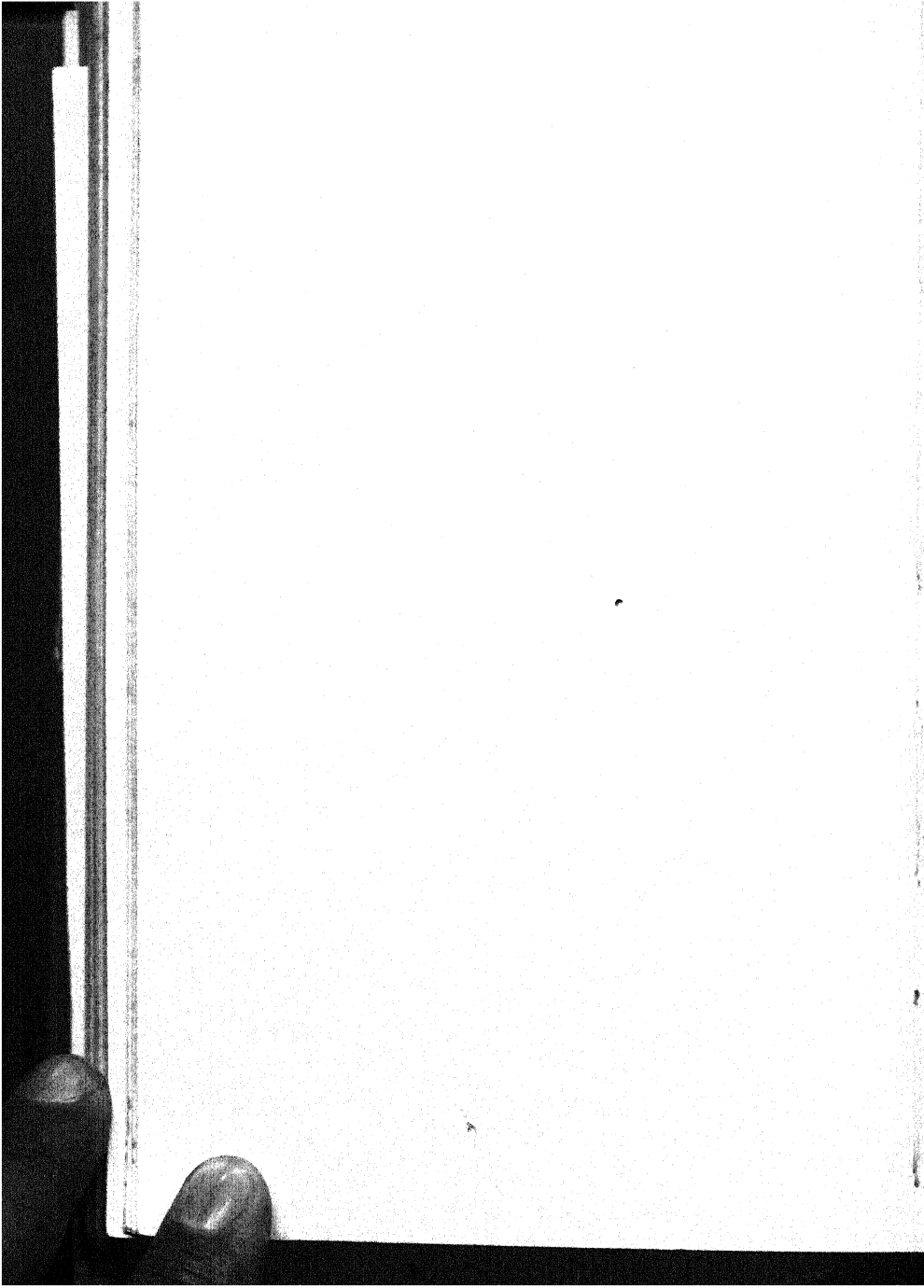
				Min.	Sec.
"Goliath"	...	...	...	1	10
"Ocean"	...	...	...	2	20
"Albion"	...	...	...	4	30
"Terrible"	...	...	...	4	50
Flagship	...	...	...	6	25

April 1st.—We rigged up the quarterdeck as we were going to give a concert and supper to our fleet-mates, and invited 100 men each from H.M. ships "Glory," "Albion," "Ocean," and "Terrible," and 70 each from the cruisers "Eclipse," "Blenheim," and "Tamar"; fifty from the "Pique," and twenty-five each from the smaller ships. All the messes were well stocked, plenty to eat and drink. You could hardly move, every mess being full, special tables being rigged up. Our guests began to arrive about six o'clock, and they all sat down and had a nice feed. At half-past eight, the concert started, and was carried through with conspicuous ability. The Rear-Admiral and officers of the fleet came on board. We finished up about twelve o'clock, and were well praised by our fleet-mates for giving them such a good turn out.



GYMNASTIC CLASS.

Top Four—Peacock, Davey, Bowness, Crown,
Pacey, Lieut. Townsend, R.N., Bell, Inst. Kimber, Webster



A general landing of the fleet took place in the morning, at Kowloon, the idea being an attack on Kowloon City. The "Terrible" and "Blenheim" forming the defending force, and ourselves with the "Ocean," "Glory," "Albion," and "Eclipse," the attacking force. We landed field guns, and had some hard climbing over the hills. Firing commenced at ten o'clock and lasted till after twelve. They captured a lot of the attacking force, and when the cease fire was sounded, the defending force was declared the winner. We marched back to our boats and got aboard about half-past one. On the 7th, H.M.S. "Pique" left for Nankin, and the following day we coaled ship from junks, taking in 600 tons. We went to Happy Valley on the 9th to drill, and returned on board soon after twelve.

April 11th.—Left our mooring at 8 a.m. and parted company with the fleet, when we proceeded to sea for cannon tube practice, but owing to the weather being bad, we put back into Mirs Bay and anchored. The following day we had cannon tube practice at anchor, the steam pinnace towing the target round the ship.

On the 15th we landed in the morning with machine guns and 12-pounders, taking provisions with us, and we had a hard march over hills and broken ground. It took us three and a-half hours, bringing the guns up 450 feet, and one and a-half hour to bring them down again. We had a nice job—talk about South Africa, it was not in it. We halted about one o'clock to

have something to eat, afterwards firing the guns, thirty rounds each and six boxes of maxim belts, the targets being on the opposite hills, and very good shooting was made. We had a hard job getting the guns down the hills again and on board, where we arrived about five o'clock. The 12-pounders and 6-inch gun crews went out for cannon tube practice, the steam pinnace towing the target. The picket boat went away after a torpedo that H.M.S. "Picque" had lost round one of the bays. They found it on the beach having been washed up, and as luck would have it, the Chinese were frightened to go near it, or it might have vanished. In the evening we exercised, searchlights and burn lights in launch.

On the 17th we weighed anchor and went out to run torpedoes, making twelve good runs. The following day we went out for cannon tube practice, the 12-pounders placed on the top of the barbettes, firing 162 rounds; the two captains of the barbettes and the four captains of the guns firing these between them.

On the 21st, we started heavy gun firing, barrette and 6-inch guns, we steamed 12 knots from 2,000 to 3,000 yards from the target and very good shooting was made.

On the 22nd, the destroyer "Hart" brought us our mails from Hong Kong and having finished our firing we went into Mirs Bay and anchored. The Commander-in-Chief arrived on board the "Alacrity," leaving the following day for Hong Kong.

April 24th.—We landed a battalion at six o'clock this morning and had a good march over the hills returning on board about ten and thus missing the heat of the day. A volunteer party went ashore in the afternoon to help build a pier. A swimming match took place over a mile course between two of our Marines for twenty dollars aside, the winner was named Jones he winning easily. A seining party went away in the pinnace in the afternoon and were late getting back, but they brought a good haul of fish with them.

May 1st.—At 10 o'clock this morning we weighed anchor by hand and, in company with the "Eclipse," proceeded to sea to meet the rest of the fleet. We picked them up off Hong Kong about 3 o'clock in the afternoon, and picked up our stations, the fleet being in two lines ahead, we being third ship in the lee line. The ships present were: the "Glory," "Albion," "Ocean," "Goliath," "Blenheim," "Argonaut," "Cressy," "Eclipse," "Talbot" and "Alacrity." The weather was very fine and the next morning the fleet went to tactics till nine o'clock, afterwards clearing ship for action and opening fire on some rocks at the end of the island. The fleet steamed in single line ahead firing in succession, the range to start with being five thousand yards and closing in to two thousand, and some fine shooting was done. We then replaced gear and the fleet proceeded, and did tactics until four, when the order was given "close watertight doors."

On the 3rd, the weather got very bad and

continued so for some days. All through the night of the 4th it rained hard and there was a thick mist, the fleet had to open out a good distance apart and keep up communication by firing minute guns and blowing their sirens. The fog lifted the next day and we did tactics, but the sea was very rough and we got a good knocking about. We had general evolution, place collision mats :—

				Min.	Sec.
"Goliath"	...	...	...	3	5
"Ocean"	...	...	...	4	0
"Eclipse"	...	...	...	4	30
"Blenheim"	...	...	...	7	5
"Glory"	...	...	...	10	10

On the 6th, the weather being better we aired bedding, and the fleet went to tactics in the forenoon. In the evening the cruiser "Argonaut" reported a case of smallpox aboard, and she parted company with the fleet, the Admiral sending her to Wei-hai-wei. The weather got very bad again and for some days we were unable to do tactics.

On the evening of the 8th, we anchored off Yokohama.

On the 10th, the fleet weighed anchor at 6.30 a.m., and proceeded into harbour, mooring at eight o'clock. The French and American Admirals saluted our Admiral with seventeen guns. It was a splendid bright morning, and the fleet looked a fine sight coming to anchorage. Leave was given to the watch till 11 p.m. H.M.S. "Endymion"

was anchored here, she being Senior Officer's ship on the Japanese coast. Time for mooring ships:—

			Min.	Sec.
"Goliath"	...	...	10	15
"Ocean"	...	...	21	30
"Eclipse"	...	...	32	50

On the 12th, it rained very hard all day, so we could not do our usual Monday morning's evolutions. We exercised general quarters at 9.30 a.m.

H.M.S. "Eclipse" had a narrow escape while lying at anchor. A steamer leaving the port ran into her on her beam and carried away her boat's davits and one boat, doing serious damage to one of her 4.7 guns. Divers were sent down to ascertain the amount of damage done below the water line, and found two of her plates split, her collision mat was promptly placed as she began to take in water. The cause of the collision was the steering gear of the steamer giving out, and she had to put back into harbour again.

On the 13th we coaled ship, employing native labour. They started at 8 a.m. and finished at 9 p.m., taking in 750 tons. H.M.S. "Eclipse" left in the morning, she going into dock, it being found she had sustained greater damage than was at first reported. On the 16th, the French cruiser left, going north. H.M.S. "Endymion" hoisted her paying-off pennant this morning, having received her orders for home.

May 19th.—The weather being fine after

some days of rain, the fleet went to their usual Monday's evolutions. At 9.30 a.m., the signal from flagship was, clear ship for action. The time was as follows:—

			Min.	Sec.
"Goliath" ...	...	...	3	40
"Blenheim" ...	...	...	5	10
"Ocean" ...	...	...	5	40

A Japanese fleet, consisting of two battleships and two cruisers, arrived in the morning and saluted the Admiral with fifteen guns, H.M.S. "Glory" returning the salute. The "Phoenix" arrived and the U.S.S. "Monterey" left.

May 23rd. — At half-past six, H.M.S. "Alacrity" left with the Vice-Admiral and H.M.S. "Glory" left at eight o'clock. We cleared lower deck at twelve and cheered H.M.S. "Endymion" out, she steamed round the fleet and then proceeded home *via* Hong Kong, to pay-off.

On the 24th we invited 100 men from the Japanese fleet on board to a supper and smoking concert, and they thoroughly enjoyed themselves. H.M. ships "Glory," "Blenheim," and "Ocean" did the same. The following night the Japs returned the compliment by asking 250 men from the fleet to a supper and smoker, on board their flagship. They treated us really well, giving us a fine spread, and did everything they could to make us happy. We had dancing, fencing, and wrestling, the Japs being past-masters at the latter. We finished up a grand evening by singing both

National Anthems, and three cheers for the King and Emperor.

On the 27th we prepared for sea, the British Ambassador, Sir Claude Macdonald, came on board, he taking passage to Kobe on an official visit. We weighed anchor at 3 p.m., and proceeded to sea at 5 p.m. We had a steam trial, four hours forced draught, and averaged 18.2 knots, finishing at nine o'clock, when we started a twenty-four hours natural draught trial, averaging sixteen knots.

On the 28th there was a very heavy sea running, and we rolled a lot. Our ship gave one lurch, and everything movable was pitched from one side of the deck to the other. We shipped a heavy sea which completely washed out the after part of the ship, the officers' quarters getting the full benefit of it. Breakfast was laid in the wardroom at the time, and it made a complete wreck of the whole show. This was the worst bit of weather we had been in, but we still continued our steam trial. We arrived at Kobe at 6 p.m. the following evening, and took in fresh provisions. Sir Claude Macdonald and staff, and our Captain, went ashore. They returned in the evening accompanied by Lady Macdonald, and she came with us for a cruise in the smooth waters of the Inland Seas, we entering them in the forenoon of the 29th, and anchoring at a very pretty place called Maigima, where the Ambassador and our Captain went ashore to pay official visits.

June 1st.—At 2 p.m. the Ambassador,

Captain, and staff returned on board, and we weighed anchor and proceeded to Simonoeski, anchoring there in the middle watch.

On the 2nd, at eight o'clock, the Ambassador received the chief officials of the place on board, and later in the day we weighed and proceeded to Nagasaki, arriving there on the evening of the 3rd. H.M.S. "Ocean" was here. We moored ship, and Sir Claude Macdonald and party left us, having finished their trip with us.

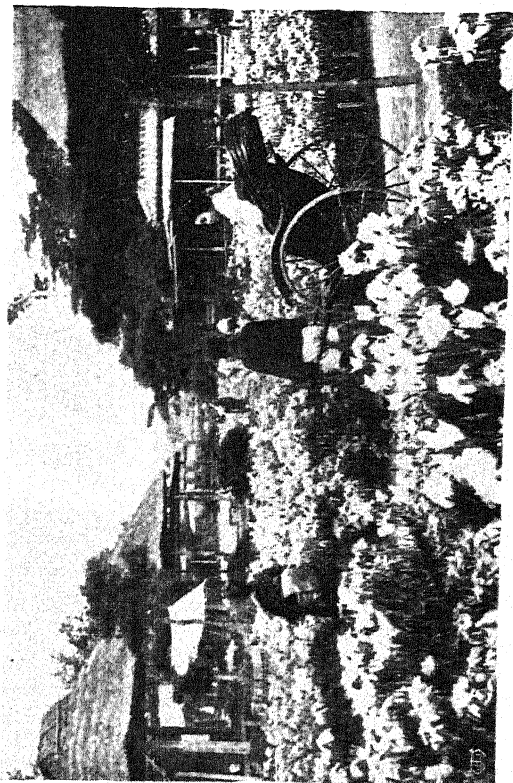
We had splendid weather, and we thoroughly enjoyed and appreciated the magnificent scenery we passed through.

We coaled ship on the 6th, starting at 8 a.m. and finishing at 6 p.m., taking in 1,300 tons. We cleaned ship the following day, and proceeded to sea, shaping course for Wei-hai-Wei.

June 7th.—We cleared ship for action, and in the forenoon fired one round from our 6-inch and 12-pounder guns to test the new sights; we also did night firing. Starboard watch, man and arm ship at 8.30 and fired four rounds from each of the two quick-firing guns, the searchlights keeping the target in view.

We arrived at Wei-hai-Wei at ten o'clock on the 9th, and anchored off the breakwater. H.M.S. "Ocean" was outside doing her prize firing. H.M. ships "Cressy," "Talbot," and "Argonaut" were also here.

The destroyer "Hart" arrived on the morning of the 11th, and reported having been in heavy weather. The destroyers "Whiting"



IRIS GARDEN TOKIO, JAPAN.



and "Fame" ran short of coal, and getting their fore compartments full of water and their engines breaking down, they had to be towed to Shanghai for repairs.

The 6-inch guns' crews went to loading and aiming drill this afternoon, and barbette guns' crews to divisional drill.

H.M.S. "Terrible" arrived from Hong Kong having escorted the destroyers. H.M.S. "Ocean" was still out firing, we prepared for sea and at eleven in the forenoon weighed anchor and went outside for firing, waiting until the "Ocean" had finished. We rigged our target and commenced firing at 4 o'clock with the 6-inch guns, anchoring alongside the target at night. There was great enthusiasm shown while the firing was going on, the ship's company cheering and clapping the guns' crews as shot after shot found the target, 13 rounds, 10 hits in two minutes was the best done so far which is splendid shooting.

H.M.S. "Terrible" came out of Wei-hai-Wei at 7.30, she leaving for Hong Kong *en route* for England to pay off, and as this was the last time we should see her, her commission being up in September, we cheered ship and the bands played her out.

On the 12th we weighed anchor at 6 o'clock and carried out firing—average for the seven 6-inch guns, 72 rounds, 46 hits. H.M.S. "Ocean" came out and carried out torpedo running. We finished the 6-inch guns at three o'clock and began with the barbettes finishing at 6 o'clock for the day. The record

of H.M.S. "Ocean" for her 6-inch guns, 12 guns, is 163 rounds 117 hits which is the best in the navy, beating the "Terrible" this year, her barbette record is 25 rounds 17 hits.

We carried on the following day with the smaller guns. We took the targets on board and anchored outside. The following day H.M.S. "Blenheim" arrived from Yokohama and H.M.S. "Cressy" left.

On the 16th we returned the remainder of the targets to the "Ocean," and H.M.S. "Blenheim" went out firing, our gunnery officer going as one of the umpires.

On the 17th we had to move to a fresh billet, all the fleet coming in here for the Coronation. H.M.S. "Albion," with the Rear Admiral on board, arrived in the afternoon, anchoring in Cruiser Bay. H.M.S. "Albion" went out firing, and the Rear Admiral transferred his flag to the "Ocean." H.M.S. "Glory" came in at 12 o'clock.

June 19th.—This forenoon the fleet landed a battalion for drill. We practised for the review to be held on Coronation day. H.M.S. "Goliath" and "Glory's" companies doing the march past together and we were highly praised by the officers for the way we did the drill. At 8 o'clock the cruisers "Blenheim" and "Talbot" left for Japan to take part in the Coronation celebrations there.

On the 20th H.M.S. "Alacrity" arrived from Shanghai with the Commander-in-Chief on board. The British Consul paid a visit to

the Admiral in the afternoon, and on leaving was saluted with 11 guns.

On the 21st our marines pulled a race with the "Argonaut" in jolly boats, course two and a half miles, and resulted in an easy win for us by ten lengths. An order was issued that no football was to take place until after September 18th.

On the 23rd parties were landed from all ships for the Coronation Review—thirty-two companies of fifty men each, and a battery of ten guns, the Captain of H.M.S. "Glory" being in command, and both the Admirals present. We did the march past in fours in line, and finishing at 11.30, we returned to our ships. The German cruiser "Thetis" arrived and saluted both Admirals. She had the German Consul on board, and we saluted him with eleven guns. A telegram was on the notice board reporting the blowing-up, by accident, of a Chinese cruiser. We were very busy preparing for the Coronation, making a crown with the initials E. R. to be used for the illuminations on Coronation Night.

The Japanese flagship "Yakumo" arrived in the afternoon of the 24th to take part in the celebrations. A strong breeze was blowing, and our skiff, which was being sailed by an officer and two seamen, capsized just abreast of us. Our cutter picked them up and managed to save the boat.

June 25th.—In the morning watch H.M.S. "Argonaut" came into harbour and moored astern of the "Albion." The fleet landed a

battalion at eight o'clock, and were practising for the review, when a telegram was received by the Admiral stating that the King was seriously ill and that the Coronation had been postponed. We were all very sorry and surprised at the bad news. We did no more drill, and all sports, etc., were put off. The "Albion" gave an entertainment at night and issued invitations to the fleet.

On the 26th a telegram was received from the Admiralty stating that His Majesty was getting better, and that the fleet were to illuminate that night. Fifty men from each ship went ashore to the banquet and concert to be held in the canteen in honour of our Japanese guests, two hundred of them being invited. It began at half-past seven and finished at twelve o'clock. The banquetting room was splendidly decorated, and was a credit to the committee; refreshments were abundant. Each man took in a Japanese as his partner to the tables, and altogether over eight hundred sat down. Great enthusiasm prevailed, and the toasts of "The King," "The Emperor," and the British and Japanese Navies were given and heartily drank, the band playing during dinner. The fleet illuminated at 8.30, presenting a splendid spectacle. There was also a grand display of fireworks. The bands played, and all joined in singing "God Save the King." We spliced the main brace and drank the health of His Majesty. The Chinese entered into the spirit of the thing, and sang and burned torches and fireworks. The fleet remained illuminated until midnight.

June 27th.—We had a day's leave and held our sports on shore. The Japanese sailors were invited, and our officers entertained the Japanese officers to a banquet in the Queen's Hall.

The following day a signal from the flagship stated that His Majesty was progressing favourably and was out of danger. The Vice-Admiral left during the day in the yacht "Alacrity" for Shanghai. The Japanese cruiser also left, but before doing so she signalled her appreciation of the way in which we had entertained her ship's company, and saying, "It will never be forgotten by the Emperor's Navy." She then saluted the British flag and proceeded to sea.

On the 30th H.M. ships "Blenheim" and "Pique" arrived, also a collier with 3,500 tons of coal for the fleet, she making fast alongside H.M.S. "Glory."

July 1st.—All steamboats of the fleet to tactics, and in the afternoon the fleet exercised boat sailing for the Admiral's Cup to be sailed for on Saturday evening.

On the 2nd we prepared for coaling, and in the afternoon, the collier came alongside. We had not intended coaling until the following day, but the Admiral signalled to us to start at five and knock off at eight and finish the following day, so that night we slept on the decks instead of in our hammocks. We took in 350 tons in the first three hours, and started at five the following morning and finished at 10.30 a.m., having taken in 810 tons. We

•

then cleaned ship and gave leave to the watch. H.M. ships "Eclipse," "Cressy," and "Rambler" arrived on the 4th. The sailing regatta took place on the 5th and was won by H.M.S. "Argonaut."

Monday, July 7th.—Our Captain left us in the morning for passage to England, having been appointed to the Depôt at Chatham. He left in the destroyer "Hart" for Chefoo, to catch the mail boat there. Captain F. H. Henderson, C.M.G., from the "Blenheim," took his place. All steam boats went to tactics under the command of the Captain of the "Ocean" and our Commander. The field gun's crews went ashore in the afternoon to do their quarters firing. H.M. ships "Mutine," "Rosario," and "Rambler" left for the Yantse River. The divers had their quarterly dip.

On the 8th, in the evening, we pulled two races off against the "Glory." The first was for marines, and we won easily; the second was for carpenters, and our gig won by four boats lengths. At night we had to hoist all the boom boats, as it came on to blow hard and threatened a typhoon.

On the 9th, the Captain made known a telegram which he had received from the British Consul, it was to the effect that several children had been accidentally poisoned at Chefoo, and that he had expressed his sympathy, on behalf of the officers and men of the fleet, to those affected by the sad accident, and he was sure we would all agree with the course he had taken.

On the 10th we prepared for sea, and at 1.30 p.m., the fleet commenced to unmoor, and at four o'clock we proceeded to sea, single line ahead. The fleet consisted of H.M. ships "Glory," "Albion," "Ocean," "Goliath," "Cressy," "Argonaut," "Talbot," "Eclipse," and "Blenheim," we were going for a cruise north and to exercise steam tactics. We left the destroyers "Fame," "Whiting," and "Hart" at Wei-hai-Wei.

On the 11th we had collision stations and place collision mat in the evening. Time was as follows:—

				Min.	Sec.
"Goliath"	...	...	...	3	45
"Glory"	...	...	...	5	35
"Eclipse"	...	...	...	5	45
"Ocean" *	...	...	...	6	15

The fleet anchored in the evening off Wei-hai-Wei, and the following day we weighed anchor and proceeded on our way. It came on very thick and blew and rained hard until 10 a.m., when the mist lifted. The fleet anchored off Shan-wun-tun. We got steam boats out as soon as we had anchored, but a signal came from the flagship at two o'clock, to hoist in all boats and no communication with the shore owing to the heavy sea running.

On Monday, the 14th, we exercised general quarters until 10.30, when the fleet weighed anchor and proceeded to sea and exercised steam tactics. H.M.S. "Argonaut" was sent on ahead to Shanghai, where we arrived later. A French cruiser was lying here, and we saluted

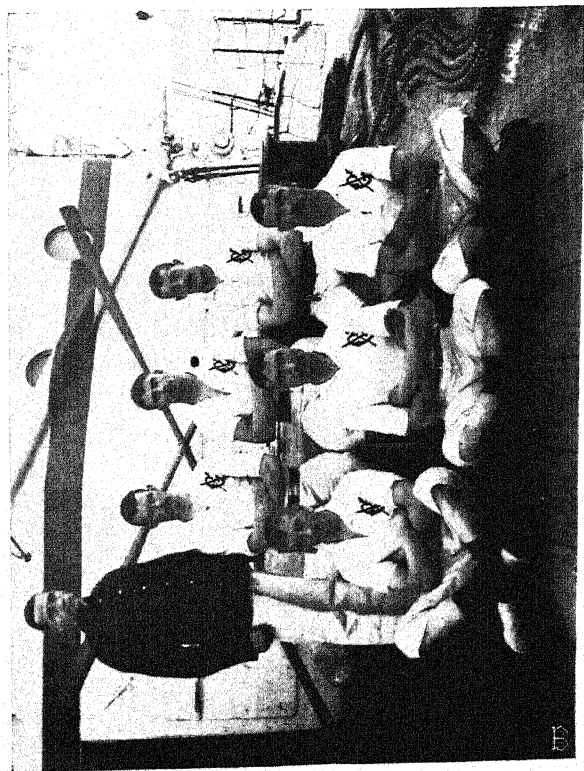
her. H.M.S. "Arethusa" arrived from Shanghai and left the following day for Wei-hai-Wei in company with H.M. ships "Albion" and "Blenheim."

July 16th.—During the morning watch H.M.S. "Terrible" arrived with stores for the fleet, and took invalids and time-expired men on board, as she was leaving for England. We went out, in company with H.M.S. "Talbot," and ran torpedoes, doing four runs, finishing at 6.30 p.m., when we proceeded on our course. Man and arm ship and night firing for both watches.

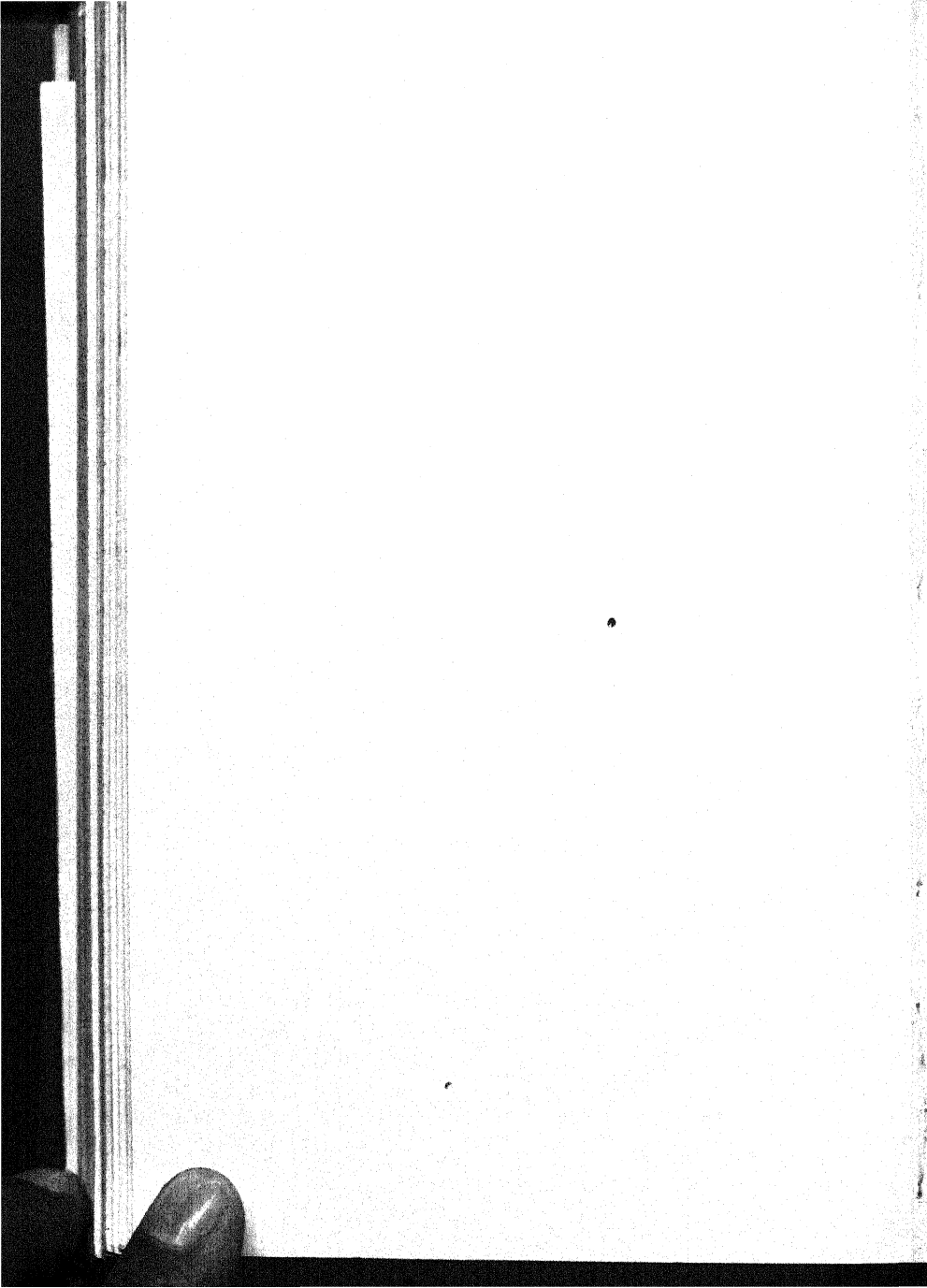
On the 17th we anchored off Shan-hai-kwan and later in the day proceeded to Wei-hai-Wei, sighting on our way H.M. ships "Albion," "Terrible," and "Bramble," also making for Wei-hai-Wei.

On the 18th we went out, in company with H.M.S. "Talbot," for cannon tube and heavy gun firing, each ship towing a target and steaming in opposite directions and firing at each others target. We finished at four o'clock, picked up targets, and proceeded to Wei-hai-Wei.

On the 19th, the Admiral arrived in H.M.S. "Glory," and transferred his flag to the "Goliath," as she remained outside for firing and torpedo practice. H.M.S. "Terrible" left for Hong-Kong at 10.30 a.m. A sailing race was held in the afternoon for all boats unable to compete at Shan-hai-kwan, they started at 1.30 p.m. and finished at 6 p.m. The result was as follows :



MARINES' RACING GIG'S AND WHALER'S CREW.



"Albion's" launch	...	...	1st
"Talbot's" pinnace	...	...	2nd
"Albion's" pinnace	...	...	3rd
"Goliath's" cutter	...	...	4th

On the 21st, we coaled ship, taking in 400 tons, and after dinner cleaned ship.

July 22nd.—We prepared for sea and commenced to unmoor ship. Steam being raised by ten o'clock. At 11.30 H.M.S. "Blenheim," "Albion," and "Talbot" proceeded to sea. Owing to a turn in our cable we were delayed but we left at 12.30 having parted company with the 1st division. We went full steam ahead until we came up with the remainder and picked up our station, the fleet steaming in quarter column.

On the 23rd, the weather was very bad and we did a little tactics until dinner time, and at 1.30 we moved in line off Chemulpo saluted the Japanese flag and a Russian gunboat. A French gunboat is also anchored here.

On the 26th, the gunboat "Fearless" arrived. The Governor of Corea and suit visited the Admiral in the morning and had lunch with him. We saluted him with 21 guns on leaving.

July 28th.—We had an early morning evolution at 5.30 this morning, unmoor and weigh both anchors by hand. We finished second taking 2 hours 15 minutes. At 8.30 the fleet left Chemulpo for Wei-hai-wei, the formation was single line ahead. The weather was very nice and we had no evening exercise. The

•

fleet opened out and formed quarter column on the flagship. The following day the weather was still fine. At 6 a.m. the signal from the flagship was for the fleet to open out to a certain distance apart and carry out cannon tube and heavy gun firing, after which the fleet was to reassemble and meet flagship off a certain point named. We got the 1st steam pinnace out and she towed the target and we commenced firing at eight o'clock and finished at 1 p.m., we then got the pinnace in, picked up the target and proceeded to meet the fleet at the place named. All ships arriving shortly after one another. We formed single line ahead and proceeded to Wei-hai-Wei where we found the 1st division.

On the 31st, we coaled ship from colliers taking in 350 tons and averaging 127 tons per hour.

August 2nd.—A signal was made from the Rear-Admiral that he intended inspecting us on Monday and Tuesday, so we were busy getting things ready and up to the mark. There was a sailing regatta in the afternoon for private-rigged boats:—"Goliath" (pinnace), 1st; "Goliath" (jolly boat), 2nd; "Albion" (pinnace), 3rd; "Goliath" (whaler), 4th.

The Captain had everyone aft on Sunday and spoke to them with reference to the Admiral's inspection. He said he had not been with us long, but what he had seen of the ship's company proved to him that they were smart at their drill, and he hoped they

would be so when before the Admiral, and that when an evolution was ordered they would carry it out in perfect silence—that was a great thing. He also told us that there would be a two days' regatta on Thursday and Friday, and he hoped we should hold our own.

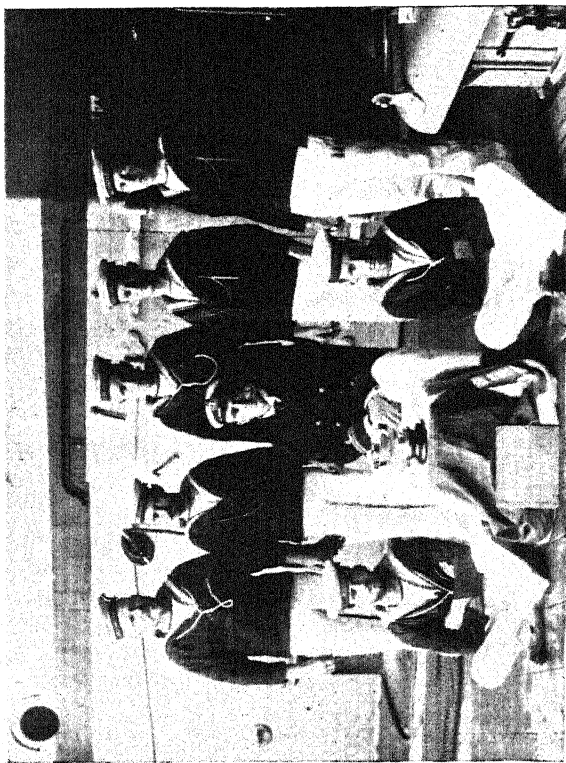
We turned out early on Monday so as to get everything in order by the time the Admiral arrived, and by 9 a.m. everything was ready, and we fell in at divisions. At 9.30 a.m. Rear-Admiral Harry T. Grenfell came on board. He was received by a guard of honour of marines and the Captain and officers. He began by inspecting the ship's company at divisions. He then inspected the ship below, after which we were mustered by the open list. The Admiral stood at a table and the Paymaster called out names, we answering with our number on the ship's book, rating, etc. Admiral Grenfell then picked out some men to muster their kits and bedding, afterwards returning to his ship for lunch. We went to dinner, and then changed into duck suits. At 1.30 p.m. the Admiral came on board again, and we manned and armed boats. After manning boats, he asked the crews several questions. The next evolution was out collision mat and close water-tight doors, the Admiral going round to see that the doors were properly closed. He left at 3.30 p.m., saying that he would finish the inspection the following day. The Vice-Admiral inspected H.M.S. "Cressy" to-day.

August 5th.—The Rear-Admiral came on

board at 9.30 a.m. and exercised action, going round and asking different questions of the guns' crews, and ordering them to provide spare parts and fit them; he also inspected the shell rooms and magazine. We then went to fire stations and out all boats. He left soon after twelve o'clock, being satisfied with his inspection, though we had to wait for his report as it had to go before the Commander-in-Chief first.

August 6th.—This was the first day of the regatta, and it was splendid weather. We cleaned up ship first thing, piping down at 8 a.m. and indulged in smoking. There were twenty-six pulling races for all classes of boats, the first race starting at 8.15. The course was three miles, finishing abreast of the "Albion" and our ship, so we had a good view, the fleet being moored in two lines. There were some very exciting races. The Chefoo Cup was won by the "Ocean," and the All-comers' by the "Albion's" galley. We did very well indeed, taking seven 1st and several 2nd and 3rd prizes, and winning over 200 dollars altogether, being the largest amount taken by any single ship. A sailing race took place on the 7th in a good breeze.

On the 8th the marines were inspected by the Major from the flagship. We prepared boats for the sailing regatta (private rigged). Between twelve and one o'clock it came on to blow and rain hard, and it looked as if the race would have to be put off, but it cleared up soon after one o'clock, and all the boats



WHALE'S SAILING RACING CREW.

Winner of C-In-C's Cup, 1902.

H. Hobday, P.O. 1. W. Stuart, P.O. 1. T. Withames, P.O. 2. J. P. Helling, P.O. 2.
G. Watkins, P.O. 1.

E. Davey, A.B. Lieut. Kitchener, R.N. G. Dunn, A.B.



lined up abreast of the flagship, and started according to their class and time allowance, each class starting by the firing of the gun. The whalers were the first to go, and our boat got away well, having a good lead of the others. She held her own the whole way twice round the course and came in first. She was sailed by Lieut. Kitchener, and as soon as the winning gun was fired she was greeted with a roar of cheers and clapping from the fleet, especially from us. The Admiral sent for the Lieutenant and his crew, and presented the cup to them on the quarterdeck of the flagship, saying it was well sailed for, and a credit to the ship and boat's crew. On Lieut. Kitchener coming over the gangway with the cup, the whole ship's company turned up and cheered him. The cup is sailed for every year, the winner keeping the cup. The order of finishing was:— "Goliath (whaler), 1st; "Glory" (cutter), 2nd; "Albion" (pinnace), 3rd.

August 9th.—This being Coronation Day, the fleet dressed ship, and at twelve o'clock the guards and bands on each ship were formed up and a royal salute of twenty-one guns was given, the Chinese giving the same. Then the whole ships' companies of the fleet gave three cheers for the King. After the Coronation service in the forenoon, the Captain had everyone aft on the quarterdeck, and read a telegram from the Commander-in-Chief which he had received from the King, referring to the sym-

pathy of the Navy and Army during His Majesty's illness, and thanking them very much for it. In reply, the Commander-in-Chief sent the following message :—

“In the name of the fleet under my command, the Flag Officers, Captains, officers, and men of your Majesty's ships in Chinese waters, offer to your Majesty their dutiful congratulations, and express an earnest wish for the health and prosperity of your Majesty and of Her Majesty the Queen.

(Signed) “CYPRIAN BRIDGE,
“*Vice-Admiral.*”

In the evening, at 8.30, the fleet lit up their illuminations, and the Chinese did likewise, the combination presenting a grand sight, the whole of the fleet being outlined—funnels, bridges, masts, yards, etc., with lights with a large crown in the centre of each ship and the initials “E. R.” at the bow and stern. The Chinese were finely illuminated, having the motto, “Long Live H.M. King Edward VII.” stretched between their funnels, and at the same time playing their searchlights on our ensign flying at their mastheads. At 10 p.m. a rocket was fired from the flagship, this being the signal for out lights, and the harbour was once more wrapped in darkness. The Commissioner read a proclamation naming the place “Port Edward” and the island “Queen Alexandra.”

On the 11th the squadron unmoored and proceeded out of Port Edward, single line

ahead. It was a pretty sight, and was witnessed by a large crowd of people. The ships were—"Glory," "Goliath," "Albion," "Ocean," "Cressy," "Talbot," "Blenheim," and "Eclipse"; leaving the "Argonaut," "Pique," "Fearless," "Bramble," "Whiting," "Fame," and "Hart" behind. As soon as we got clear of the harbour we formed in two lines abreast and went to tactics, anchoring under the lee of the land at night.

On the 12th and 13th we ran torpedoes, both under weigh and at anchor.

Mining operations were carried out by the fleet for several days.

On the 19th field guns' crews landed, and the captains of guns went away in the picket boat for 12-pounder firing.

August 20th. We had a field day, every available man from the fleet being landed; field guns were also landed. The idea was to effect a landing at the southern point of the island. A dummy fort was thrown up and trenches dug on the island, after which we proceeded to land some 4,000 men under cover of the fleet's guns. We each took two days' provisions and 160 rounds of ammunition. Firing ceased at 9.30. It was raining in torrents, everyone being wet through, and we were glad to get back to our ships.

On the 22nd H.M. ships "Ocean" and "Argonaut" left, going north.

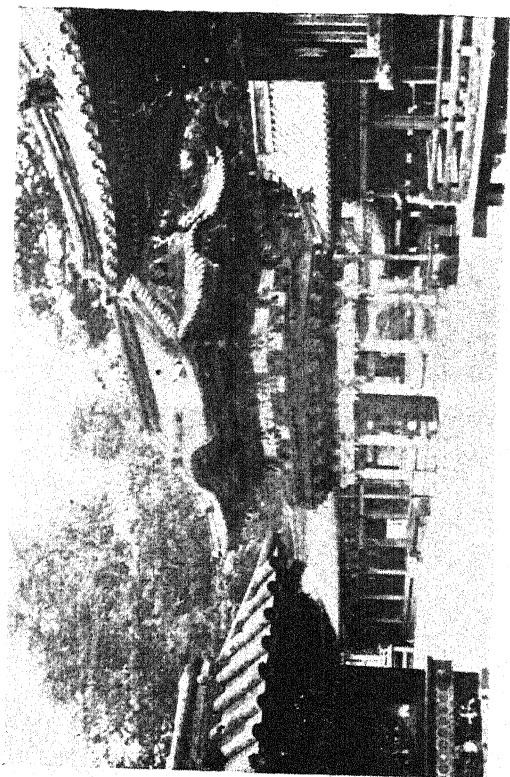
On the 23rd we weighed anchor and proceeded to Port Hamilton. It was a pleasure to get to sea again and have some fresh air, as

we had been in Wei-hai-Wei a long time. We arrived at Port Hamilton at 6.30 p.m. on Sunday 24th. This is a very pretty place, surrounded by high hills and a good fertile country, it is also a good place for fishing.

On the 25th, a party of officers went away shooting, and we went out fishing in the launch on the 26th, and a party also went to the other island and visited the graves of the British seamen and marines, who are buried there. It is a station order that every ship coming here should go and repair the graves, and see that they are all in order.

On the 27th we left Port Hamilton and went out to sea to do our quarterly firing with 6-inch and 12-pounder guns, using a rock for a target, and each 6-inch fired a round of lyddite, the barbettes also fired four rounds each; at five o'clock we finished and replaced gear, some good shooting having been done. We proceeded to Nagasaki in fine weather, but very hot, and arrived there in the forenoon, mooring ship. The sloop "Espiegle" was lying here, and she made a signal that no leave was to be given, owing to cholera being so bad ashore. We were sorry for this, as we had come here with the intention of giving seventy-two hours leave to each watch. The Captain telegraphed to the Admiral asking if we should go elsewhere and give leave, and he replied telling us to coal and return to Port Edward.

On the 29th, at 8 a.m., the natives brought the coal alongside, but they were only allowed to pass it up to the gangway and the ports,



YOMEIMON GATE, NIKKO, JAPAN.

and we took it aboard. We finished at 6 p.m. and washed down. The following day, at 9 a.m., we proceeded to Port Edward, and we were glad to get away from Nagasaki, as it is very hot there at this time of the year. The weather outside was none too good, a heavy sea running and raining hard.

On Sunday, the 31st, the weather was still bad, and we were knocked about a lot.

September 1st.—We arrived at Port Edward at 3.30 p.m.

On the 2nd, it rained tremendously hard and blew a strong gale, the watch having a lively time of it; we furled awnings and secured all movables. There was no connection with the shore the following day. H.M. ships "Pique" and "Eclipse" were ordered to prepare for sea and raise steam for twelve knots, as H.M.S. "Espiegle" was due at Shanghai two days previously and nothing had been heard of her, so they went in search. The torpedo boats and gunboats had to raise steam and steam against the seas with both anchors down. The weather moderated later, and on the 5th, we heard that the "Espiegle" was safe. Away all boats' crews and pull round the fleet.

On the 7th, the Captain had everyone aft, and spoke to us about our shooting which he said was very good, he also mentioned our future movements. On the 11th, a cricket match was played, our marines against the "Glory's" and they won. On the 15th, the marines and stokers went away to the range

shooting, and on the 17th, the "Humber" left, with crews from the destroyers, for Hong Kong, to take passage home in the mail boat, and pay-off.

On the 20th, the flagship "Glory," with the Commander-in-Chief on board, left for a cruise north. The destroyer "Whiting" went out for her steam trials. H.M.S. "Pique" left for Shanghai.

Sunday, September 21st.—During morning service, which was held on the upper deck, the weather came over very bad, and it rained hard, which necessitated the service being cut short. H.M.S. "Alacrity" left to take the mail to the Commander-in-Chief. The weather continued very bad and kept the night watch busy. Our Captain inspected H.M.S. "Whiting." The weather was still very bad, but it got better on the 25th, and range parties went ashore.

October 5th.—A party of officers from our ship and H.M.S. "Ocean" went out shooting in the picket boat. They got some twenty miles up the coast, and were about to return, when the weather came on so bad that the boat and all hands were nearly lost. They turned back and sought the shelter of the main land, and had to remain in the boat all night wet and cold. On Sunday morning, the dockyard tug "Hesper," with our navigating officer on board, went out to find them, and after some time came across them. They took all the officers on board except one who they left with the boat's crew in the boat, with food

and water, to bring her back when the weather moderated. They had a very uncomfortable time of it, being knocked about a good deal.

On Monday, the weather being better, the tug went out and escorted the boat back to the ship, and they were not sorry to get on board.

We went out to sea on the 7th, for a few hours to test some new machinery, which proved satisfactory. On the 8th we ran torpedoes at anchor, and then proceeded to sea for cannon tube practice and also fired 160 rounds from 12-pounder mounted on the barbettes.

We went out, on the 11th for our long range firing, the tug "Hesper" towing the target out and mooring it well out at sea. We commenced with the after barbettes at a range of 6,400 yards. ••

On the 14th we coaled ship, commencing at 8 a.m. and finishing at 2 p.m., taking in 400 tons, it was a miserable morning, raining hard, and we were very cold and wet. H.M.S. "Ocean" proceeded to sea for her farewell cruise round Japan, and also did her quarter's firing.

Our minstrel troupe gave a farewell concert to the residents at Wei-hai-Wei, on the 18th, and it proved a great success, everyone enjoying themselves, and showing their appreciation with any amount of applause.

On the 19th we were given special leave to see the final of the football competition between the stokers and the foretop men, this being our last day in Wei-hai-Wei.

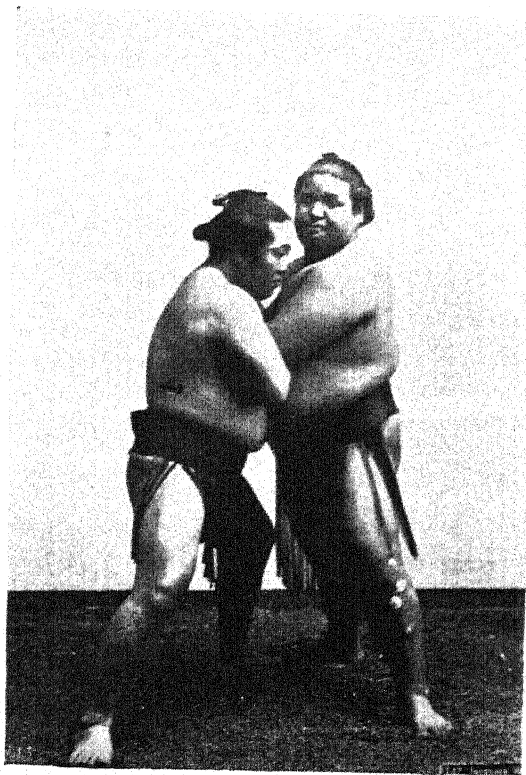
•

We proceeded to sea the following day and began to work up for our steam trial. Four hours forced draught at 18.2 knots, and thirty hours natural draught at seventeen knots, both trials being satisfactory.

October 20th.—The morning was very fine, and as daylight dawned we could see the mainland of Japan. In the evening we exercised emergency landing party, with field guns and provisions for two days, and 160 rounds of ammunition per man, finishing at five o'clock.

The weather changed on the 21st, a heavy sea running with a strong wind, but as it happened to be blowing in the same direction as we were going, we did not feel much of it, only a steady roll. We anchored off Japan at 2.30 p.m. H.M.S. "Glory" was here, also a Japanese cruiser. We could not lower our boats owing to the weather. Our mails were brought on board, and that was all the communication we had with the shore that day.

On the 25th, the weather being much better, H.M.S. "Glory" left for Nagasaki. Leave was given to the watch. The British Vice-Consul paid a visit to our Captain, and was saluted with eleven guns on leaving. The German cruiser "Thetis" arrived in the evening. On the 27th we proceeded to sea, and arrived at Yokohama on the 29th, where we were paid monthly money and given thirty-six hours' leave. On the 30th we coaled ship. It rained very hard. Knocked off at 6 p.m., and resumed next morning, finishing at 2 p.m. With the



JAPANESE WRESTLERS.

•

help of natives we took in 1,080 tons. As luck would have it, it rained hard all night and the following day, so that the ship got a good wash down, thus saving us a lot of work, especially as 250 men were away on leave.

This, as we have mentioned before, is the chief port of Japan, and being within easy reach of Tokyo, is the best place to be in, round Japan. Plenty of leave was given, and everyone thoroughly enjoyed going about and seeing everything that was to be seen—the park, museum, Sheeba Temples, and the panorama where, from the lofty tower, one can view the city for miles round. There is a fine collection of rare animals at the Zoological Gardens, which we had more time to inspect than when we were here before. We were also allowed to approach the gates of the Emperor's palace and, under an escort of the Imperial Guard, have a good look round.

November 3rd.—This being the Emperor of Japan's birthday, we dressed ship, and at noon fired a salute of twenty-one guns, illuminating ship in the evening. Our football team played a team from the U.S.S. "Kentucky" and beat them by three goals to nil.

On the 13th the British Ambassador visited the American flagship, afterwards coming on board our ship. He was received by a guard, the Captain, and officers, and left at 3 p.m.

On the 14th all boats' crews went away for a long pull. On the 15th U.S. "Kentucky" left, and the following day we proceeded to sea. On the 18th there was a very rough sea

•

running, and we were unable to carry out firing. The weather however improved, and we had several days' firing, some very good shooting being done, the 6-inch guns blowing the target to atoms, a fresh one having to be provided.

On the morning of the 23rd we found ourselves off the mainland, and at 10 a.m. anchored off Amoy. We found an American fleet of seven men-o'-war anchored here. Amoy is a quiet little harbour, with beautiful scenery and surrounded by high hills. There are a lot of Chinese forts here. On the 26th the racing boat's crew went away to practice.

November 27th. — The American Fleet invited us to take part in their regatta. The first race started at ten o'clock, and we took the second and third prizes. Boxing and wrestling also took place on the "Kentucky" and several of our men took prizes. We also won the sailing race open to all-comers, this prize was worth fifty dollars, and altogether we won 300 dollars from them, which was not so bad. They invited 100 of our ship's company on board their ship all day, and our fellows were treated really well. They also invited the same number from each ship every night, to a smoking concert and supper.

On the 29th, our marines pulled the "Kentucky" seamen in twelve-oared cutters, the Americans winning.

December 1st.—We dressed ship to-day, and so did the American Fleet, in honour of the birthday of Her Majesty the Queen, and at

noon, we fired a royal salute. In the evening, our officers entertained the American officers to a dinner and a dance.

On the 5th we landed a battalion and marched out to the racecourse, and went skirmishing over the hills. We returned on board at twelve o'clock. At 6.30 a.m., on the 13th, we proceeded to sea for cannon tube practice, firing 130 rounds from the 6-inch guns. On the 14th we anchored off Mirs Bay for the night, weighing anchor at 6.30 a.m. the following day, we proceeded to Hong-Kong, arriving at ten o'clock, where we found H.M. ships "Glory," "Ocean," and "Eclipse," also the American and German flagships. H.M.S. "Ocean" was in dockyard hands, she looked a sorry sight as she was preparing to pay-off and have a thorough refit.

On the 18th we provisioned ship, and on the 19th drew ammunition and shell. We went into dock on the 23rd, the German flagship coming out. We were secured by four o'clock, and the dockyard people began pumping the water out and shoring up.

On the 24th we were very busy preparing for Christmas, decorating the ship.

December 25th.—Christmas Day. Early this forenoon the Captain had everybody aft, and wished us a merry Christmas and a happy New Year, he said this was the last Christmas we should spend together, as our commission was nearly up. Everything was very nice aboard, the ship looking very well indeed. At twelve o'clock, the Captain and officers came

round, preceded by the band, each officer taking a piece of Jack's pudding and cake, after the rounds were over we sat down to a very good dinner and spent a pleasant day, everything passing off well.

On the 28th we came out of dry dock, proceeded up harbour and picked up our moorings.

On the 30th we coaled ship, starting at 8 a.m. and finishing at 4 p.m., taking in 1,350 tons. We cleaned ship the following day.

PART IV.

THE LOG OF H.M.S. "GOLIATH."



Admiral Seymour's Attempt to Relieve Peking.

GREAT excitement prevailed on board the "Orlando" when we were ordered to Taku, and speculations were rife as to how many would land, and whether any fighting would be experienced. On arrival, we found we were senior ship, and all telegrams from the Legations came through to us. A telegram that came through told us that things were getting serious, and we soon expected to be landed, as a large number were in readiness to land at a moment's notice. The marines were the first to land, and very smart they looked, as they paraded on the quarterdeck previous to landing. Little did we imagine what we should go through, and how many would return, when we cheered them away from the ship. A party of bluejackets soon after followed them, and were all quartered at Tientsin. Things got worse day by day, and the marines left Tientsin for Peking, as guard for the Legations.

The "Centurion" and other ships had now arrived, and landing parties were ordered to be in readiness, and in a short time everything was ready.

On June 9th, at midnight, the signal was made "Have all landing parties ready at short notice," and in an hour, we were ready to land. At 2 a.m., on the 10th, we were towed away amid the cheers of our comrades, and at 5 a.m., we reached Taku, where we soon entrained for Tientsin. On arrival, we found the town all of a roar, and everyone seemed to be busy, we remained some time and changed trains, and then left for Peking. We passed a regiment of Chinese troops on our way, who had camped by the railway. The railway goes across a very large plain, and nothing caught the eye, but a clump of trees here and there. We now began to find traces of the enemy, bridges being on fire. The bridges were very small, such as one finds over a small stream, but which, if burnt, would have seriously delayed us. We were soon on our way again, but found the enemy expected us, and were determined to try and stop us, the rails being torn up for short distances, so we made very slow progress, and at sunset had not gone a very great distance from Tientsin. It was decided to remain here for the night, pickets were thrown out and the train guarded by sentries being placed all round.

I may here say that there were several trains among which all nationalities were distributed. A few bodies were found close by the line horribly mutilated, probably the work of the boxers, a few days previous. The night passed very quietly, and we were not disturbed. At daybreak we proceeded, nothing noteworthy occurring until we had

gone several miles, and then we saw a small body of the enemy on the line, about two miles away, who, on sighting us, immediately scampered away. We soon found they had been at work tearing up the rails and burning the sleepers, which took some time to repair (we had a truck or two of sleepers in case we required them), and as we proceeded, we found the line had been tampered with at long intervals. We arrived at Sofa in the afternoon, and leaving a guard from the "Endymion," went on. The line soon began to get worse, requiring a lot of repairs, and by night, we had not got very far from Sofa; several parties of Boxers were seen, but kept at a good distance. We started at daybreak, nothing occurring till the afternoon, when just as No. 1 train was proceeding through a large wood, it was attacked by a large force of boxers who showed great courage, advancing to within a few yards of the footboards. No. 2 train moved up to No. 1 and also engaged the enemy. The maxims made great havoc among them, and after a stubborn resistance, they turned and fled. A large number of Boxers were killed. None of the allied forces were killed. Early next day, we arrived at Sang-Tang, and it was soon apparent that it was intended to remain here for a day or two. The Germans made a fort out of the remains of the railway buildings, and mounted a few guns to command the plain on our right. In the afternoon we were surprised to see a small party on a hand trolley, coming from Sofa, who reported Sofa to be hard pressed. No. 2 train was at once sent to their assistance, and after a sharp run, reached Sofa, and found a very large force attacking the station. In a very little time the men were in their places, and when the

charge was sounded, they moved forward like one man, their bayonets shining in the sunlight. The enemy had perceived us, and began to retreat when the double was sounded, and with a cheer, the line sprang forward to attack, but the enemy did not wait to try our steel, and turned tail and fled. The enemy were armed with old-fashioned rifles and cannons, our casualties being one killed and several wounded.

We remained at Sofa for the night, and next morning went forward to Sung-Tang. The marines, under Major Johnson, were dispatched in advance to survey the line. An American marine came through from Pekin next day with despatches. Several days passed, nothing occurring to trouble us, and then the Admiral called a council of the senior officers commanding the several nationalities, when it was decided to retire on Tientsin. All this time we were cut off from Tientsin, and our supplies were getting low; so after leaving a train and part of the battalion to bring back the Germans, the remainder proceeded back to the river Pei-Ho. It was decided to leave at mid-day, and soon everyone was ready except the Germans, who had not dismounted their guns. Close on twelve o'clock the alarm was sounded, and it was soon apparent that a fight was imminent. A very large party of Chinese Imperial troops, both cavalry and infantry, were advancing on us from Pekin, and were only a few miles away. On our front was a large wood, through which the enemy were advancing. The British immediately formed in skirmishing order with Germans on the right, and Russians, French, and Japanese on the left. The enemy were met by a fierce fire, and after attacking us, retired to

the shelter of the wood. The advance was immediately sounded ; the enemy advanced too. Cover was at once taken, and after a fierce fusilade, the enemy broke and fled, and were pursued by the Germans. Our casualties were very severe, and all told amounted to nearly one hundred killed and wounded. After burying the dead we proceeded to Sofa, and after picking up the garrison there, left to rejoin the Admiral. He was greatly moved on hearing of our casualties, and visited the wounded. It was decided to abandon the trains and go to Tientsin, by way of the river Pei-Ho, and take the wounded in junks. The next morning we transferred our wounded and provisions to the junks, leaving our clothing not required behind, as we had no means of carrying it. We marched about six miles that day without seeing the enemy. We started at daybreak, and on looking back we could see that the trains had been fired by the enemy, who probably helped themselves to the baggage that we left. There was a large body of the enemy in the vicinity of the train, but we were not attacked. In the afternoon we had to take several small towns and villages, and soon drove the enemy out after a feeble resistance. Things went on much the same for a few days, having to take villages we found it convenient to go through. We found several very large rifles in one of the villages, which took three men to fire and threw a 1-pound shell, but luckily few got hit by them.

On the third day after abandoning the train we had the misfortune to lose Captain Jellicoe, who was seriously wounded. On the sixth day we had some very stiff fighting ; we were nearing Tientsin, when the enemy sharply attacked our

position. Several casualties were reported, among the wounded being the Admiral's coxswain. That night we marched afresh, and daybreak found us outside an arsenal five miles from Tientsin. The arsenal was taken after four hours' very fierce fighting, our casualties being very severe. The enemy tried to retake it that night, but were repulsed with heavy loss. The arsenal contained large stores of ammunition, rifles, and guns. We remained in it for four days, being unable to reach Tientsin. The marines, who attempted to reach Tientsin in the night, lost an officer and several men. We were then relieved by a large force of the allied troops from Tientsin. We left the arsenal that night and camped outside, and at 3 a.m. started for Tientsin. We were very glad to get back there and to see our shipmates again. Our provisions had run very short, and when the relief party reached us we were just cooking some horse-steak. A party of Royal Engineers remained in the arsenal to blow it up, which they did as we entered Tientsin. We entered the town about 2 p.m., and found it greatly damaged by the enemy, who had been shelling it on and off ever since we left for Peking. At an early date the wounded left for Taku, and from there to Wei-hai-Wei, where a hospital had been established. The British Naval Brigade lost 30 killed and 97 wounded, the total casualties of the whole force being 65 killed and 230 wounded.

Admiral Seymour sums up the course of failure of his mission in his despatch of June 27th, 1900, as follows :—

"The primary object of the expedition, viz., to reach Peking and succour the Foreign Legations, has failed. Success was only possible on the assumption that the Imperial troops, with whose

Government we were not at war, would at least be neutral ; their turning their arms against us, and certainly conniving in the destruction of the railway (probably actually joining in it), made failure inevitable for the undertakings of the expedition, for its conduct and its issue I am responsible.

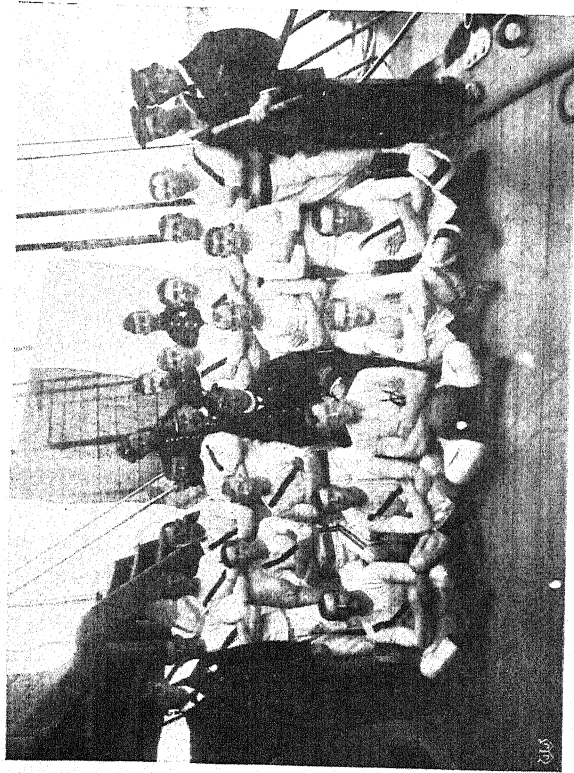
The destruction of the valuable "armoury," near Hsiku, may be regarded as some object at least gained.

When the fact of the Chinese having beheaded anyone they got, is considered, the conduct of such officers and men as risked themselves to such capture, is to be praised far more than if against a civilized foe."

Thus ended Admiral Seymour's attempt to relieve Peking in June, 1900.

ERNEST C. STAPLES.

H.M.S. "Orlando," 1900.



RUGBY FOOTBALL TEAM.

Back Row—Manton, E.R.A. (Linesman), Tong, L. Sto. Withlamnes, P.O. 2nd, Chilcott, P.O. 1st, Felgate, P.O. 1st. *Gen. Rec.*, R.N. Wray, A.B. Encous, Sto. Gilbert, A.B. Burke, A.B. *Brunsdon, C.C. (Linesman).*

Second Row—Crocker, A.B. Evans, R.M.L.L. Lieut. St. Clair, R.N. (President), Gregg, A.B. Whaley, A.B.

Front Row—Blogs, Band. Smith, Sto. Northrop, Corp. Mate (Capt.) Easy, Sto. Simons, A.B.

PART IV.

JANUARY 1st, 1903.—Paid monthly money and gave a half holiday to the fleet.

On the 2nd, a sailing race was held for private rigged boats, for the Commodore's Cup, open to all-comers. A stiff breeze was blowing, and our first gig capsized, all hands being picked up, none the worse for their ducking.

On the 5th, having taken in five torpedoes for Singapore, we weighed anchor and proceeded to sea, H.M. ships "Glory," "Talbot," and "Alacrity," leaving earlier in the day.

On the 9th, the captains and 2nd captains of guns went cannon tube firing, the cease fire being sounded at twelve o'clock.

January 10th.—We arrived at Singapore at 6 p.m. H.M. ships "Argonaut" and "Algerine" were here.

The British Consul came on board on the 11th (Sunday). A Russian cruiser arrived, saluting our flag with twenty-one guns, we returning the same.

On the 13th, going alongside the jetty, we coaled ship, coolies doing the work; we

finished by 1 p.m., taking in 600 tons. H.M.S. "Arethusa" arrived. The weather was very hot, almost unbearable. One notices that the Chinese here are a much cleaner lot than one finds in their native land. Fruit was abundant.

In the afternoon of the 26th we prepared for sea, and at three o'clock proceeded to Mirs Bay in company with H.M.S. "Argonaut."

On the 27th H.M.S. "Argonaut," having started her steam trials during the night, was some distance away from us, but we were within wireless communication all day.

We were still at sea on the 28th, with the usual trade wind blowing and a lively sea. We steamed on quietly, the cruiser "Argonaut" soon being over one hundred miles ahead of us.

February 1st.—Mustered by the open list, and the Captain presented us with the China medal. At 6.30 p.m. we anchored in Mirs Bay, which is just off Hong-Kong. The "Argonaut" had been in thirty-six hours.

On the 7th we proceeded into Hong-Kong, passing the German flagship and saluting her with seventeen guns. H.M. ships "Albion," "Ocean," "Argonaut," "Pique," "Eclipse," "Amphitrite," and "Fearless" were here.

On the 10th we coaled ship, taking in 950 tons. Parties went away to the range for musketry, and mining operations were carried out.

On the 20th H.M.S. "Glory" arrived with the Commander-in-Chief on board, the Admiral being saluted with seventeen guns.

H.M.S. "Talbot" also arrived. On the 22nd we dressed ship in honour of Washington Day, and fired a salute of twenty-one guns at noon. On the 26th we landed a battalion and marched to Happy Valley. In the evening we exercised out fire engine. On the 27th we drew shell from the ordnance store, and divers went down to clean underwater fittings.

March 2nd.—We landed field guns and crews in the afternoon for drill. Rifle parties away to the range every day.

On the 9th H.M. ships "Pique" and "Amphitrite" went out for a cruise, and we prepared ship for coaling the following day, taking in 400 tons. H.M. ships "Talbot" and "Eclipse" left for a cruise. The U.S. flagship arrived flying the flag of Rear-Admiral Evans. She saluted both Admirals and the port, and we returned the salute.

On the 14th the football semi-final for the Hong-Kong Shield was played between the "Glory" and "Ocean," and as many men as could be spared from the fleet landed to witness it. The "Glory" won by two goals to nil.

We prepared for sea on the following morning. H.M.S. "Pique" arrived and moored ship. She had received her paying-off orders, and was a month over her commission. We slipped our moorings at 9.30 a.m. and proceeded to sea, passing the "Argonaut" and "Amphitrite" outside. We at once started to work the ship up for a steam trial, and at twelve o'clock let her go, doing eight hours' full pressure and averaging 18.2 knots. The

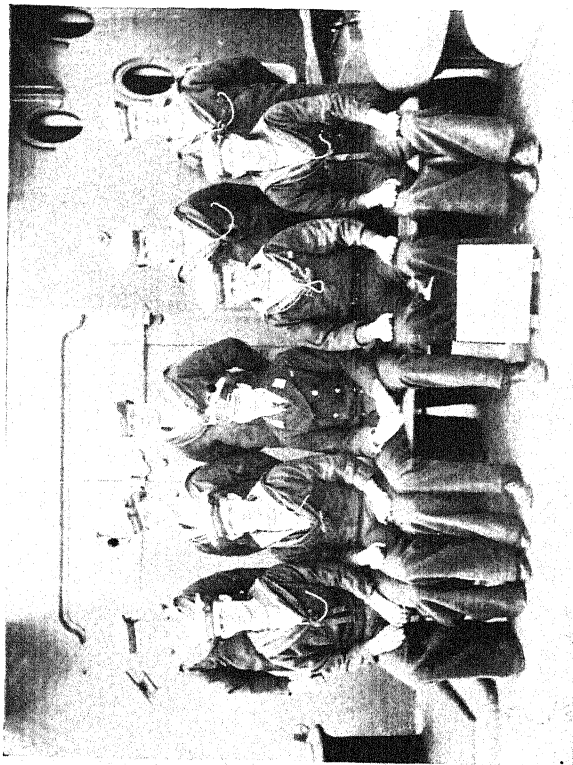
weather was very bad, and at eight o'clock we eased down to 16 knots. It began to blow a gale and we had to batten down; the mess decks forward were afloat, and things were very uncomfortable. It continued to blow all day and night, and the ship dived into some very heavy seas which broke all over her. It is not exactly pleasant on board in this kind of weather. The weather was very rough till the 18th, when the storm lulled a little and things began to get more comfortable.

On the 19th we passed Shanghai, and could just see the land. We did muscle drill with rifles in the afternoon, and the band played.

On the 21st, in fine but cold weather, we arrived at Wei-hai-Wei, H.M.S. "Vestal" being there. On Sunday, the 22nd, the Captain had everyone aft, and spoke to us about our prize-firing, which was to come off early next month, and said he hoped we would make a record, he went on to tell us that we were then going to Japan to take the Ambassador for a cruise round Japan, afterwards returning to Wei-hai-Wei on June the 2nd, as no ship had yet been told off to relieve us, but we might at any time receive our orders for home.

On the 23rd we went out firing, and the 27th, being the third anniversary of our commission, we rigged the quarterdeck for a concert to be held at night. Invitations were sent to the ships' companies of the "Hood," and "Vestal," and to the island guard and ratings, and also to the British residents. They all came to supper, and this being over, the concert started, finish-

Men we should look to in the event of War.



6-INCH GUNS' CREW. Winners 1903.

15 Rounds—13 Hits.

*Standing—R. Carter, P. Hickey, W. Peet, S. West, C. Gibson,
Sitting—J. H. Gregg, R. Breeds, Mr. Newill, R.N., A. Clark, Capt. of Gun,
W. Storey, and Capt. of Gun.*



ing at 11.30. It proved a great success, everyone being delighted.

On the 29th (Sunday), H.M.S. "Cressy" arrived and brought our mails from Hong-Kong.

April 1st.—Early the next morning, the umpires, from H.M.S. "Cressy," came on board, and we went out to do our prize-firing. At nine o'clock we commenced firing with the 6-inch guns. We anchored by the target for the night, and the following day, continued firing with the barbette guns, some really splendid shooting being done, the men cheered the captains of the guns as shot after shot went through the target, the Captain and officers congratulated them on their shooting.

On the 6th we commenced coaling from junks and lighters, taking in 820 tons that day, finishing the following day with another seventy-five as the lighters did not bring enough coal alongside. One of our officers went out as umpire in the "Cressy," as they were going to do their prize-firing.

On the 13th, it blew very hard all day, and poured with rain, there was no leave given, nor any communication with the shore. H.M.S. "Cressy" started to coal, but she had to knock off and send the lighters ashore, owing to it being so rough.

On the 15th, marines landed for drill, also gunnery classes. We cleaned and painted out chain lockers.

On the 16th we again landed and went out skirmishing and had a good five miles

•

march, which we all thoroughly enjoyed. The final for the ship's shield was played in the evening, the stokers beating the fore-castle men by two goals to one. H.M.S. "Eclipse" arrived from Taku with the General and staff on board, she is taking him to Shanghai to inspect the troops. We saluted him with eleven guns.

On the 17th, H.M.S. "Cressy" arrived, from a trip some two hundred miles down the coast, whither she had been sent to render assistance to a small steamer reported in distress.

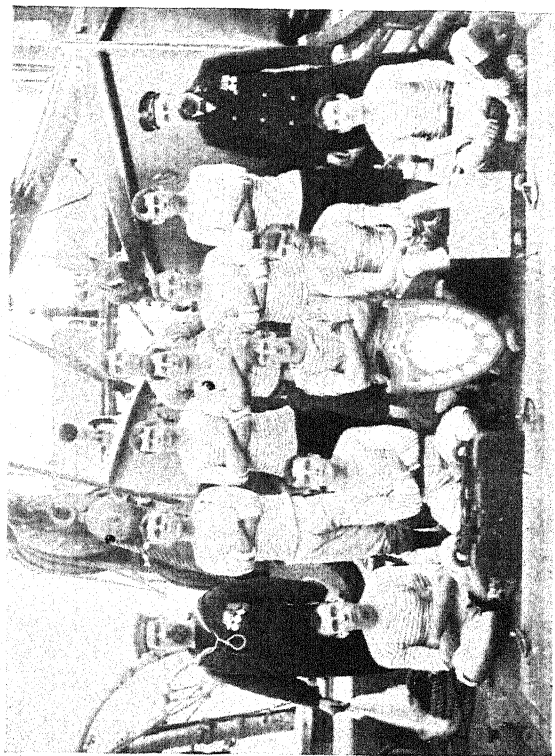
April 18th.—The General and staff and the Captains of ships lunched on board with our Captain, he having been appointed Senior Officer north of Hong-Kong, owing to the Rear-Admiral being very ill in Hong-Kong Hospital.

On the 15th we discharged five time-expired men, and they left at 10 p.m. by steamer for Hong-Kong to pick up the "Europa" for passage home. They had a grand send-off, the whole of the ship's company cheering them as they left the ship, and singing "Home Sweet Home."

On the 20th, H.M.S. "Eclipse" left with the General and staff for Taku.

On the 22nd, lighters came alongside and we started coaling at six o'clock, taking in 250 tons.

On the 27th we prepared ship for battle, and everything was finished by two o'clock in the afternoon, the Captain and officers went



STOKER'S FOOTBALL SHIELD TEAM.

Standing: Boyce (Linesman), Cradlick, Lack, Connor, Tong, Poesch, Gilchrist, Bradshaw, Reley, Hewitt, Catrell, Brown, C.S. (Linesman). *Sitting:* Woods.

round and inspected the ship, and were satisfied with the way we had done it.

April 29th.—The men of the fleet landed in the morning for a sham fight. The plan was that an enemy had landed a force at the end of the island and were preparing to take the village and rifle range. The island guard and men from H.M.S. "Cressy" formed the invading force, the "Goliath's" and the "Britomart's," the defending force. We landed at eight o'clock and at once began to take up positions. Firing commenced very soon afterwards, the enemy being seen coming over the hills. We were driven from our positions and kept retiring slowly on our base, our object being to hold the place until eleven o'clock, when reinforcements would arrive. We spent a very enjoyable forenoon, and then marched past the Captain and officers of the Chinese regiment there.

May 7th.—We had another sham fight to-day, landing at 7.30 a.m. The "Eclipse" and "Vestal" formed the defending force, and the Island guard and ourselves the attacking force. The whole of our force was thrown out in skirmishing order over the hills, firing commencing soon after nine o'clock. The defending force held a very high hill, but we soon forced them to retire from their positions. The cease fire was sounded soon after eleven o'clock, we being declared the winners, and then marched back to our ships. H.M.S. "Albion" arrived in the morning

•

with the Rear-Admiral on board. Leave was given in the afternoon, and the different teams played football.

On the 8th, a lecture was given to all guns' crews on ammunition, projectiles, and their penetrating power.

On Sunday, it began to rain and blow very hard, and we hoisted all boats. Several liberty men had to remain ashore all night as the sampans would not venture out, an experience not altogether relished.

On the 13th we went outside and ran torpedoes, and later proceeded to Fusan, when we came into some very bad weather and a thick mist, the siren having to be blown every three minutes. We passed several groups of islands off the Korean coast, arriving at Fusan on the 16th. A Japanese warship was here with their Admiral on board. We left at five o'clock for Nagasaki, where we arrived on Sunday afternoon (the 17th).

On the 19th we coaled ship, taking in 650 tons. The French cruiser "Château-Renault" arrived with their Admiral on board. This is one of the fastest ships in the French navy, being built as a commerce destroyer. She is a vessel of 8,000 tons, 23,000 horse power, and has a speed of 23 knots. Our Captain went to pay his respects, and the French Admiral returned the visit in the evening. An American transport left with troops homeward bound, our band playing them out and they cheering as they went by.

On the 20th, the British Consul came on

board to pay an official visit. An Italian cruiser arrived.

On the 23rd we proceeded to sea *en route* for Kobe in fine weather.

May 25th.—This morning, at daybreak, we were off the mainland of Japan, and at 7.30 a.m. we sighted and passed the cruiser "Cressy," she having left Kobe in the morning, making for Nagasaki. We arrived at Kobe at ten o'clock and anchored, the British and Japanese Consuls coming on board. An American squadron, consisting of four ships, arrived on the 31st, and in the evening we prepared for sea. The weather was very bad, raining and blowing all day.

June 1st.—We weighed anchor and proceeded to sea at 8 a.m., passing H.M.S. "Amphitrite" on her way to Kobe, she having come from Yokohama to relieve us. We had been in wireless communication with her all night. The weather was fine, and as we were close in to the land we had a splendid opportunity of seeing the fine scenery around here. We arrived off Yokohama the following morning. H.M.S. "Albion" was here with the Rear-Admiral on board, also the cruiser "Eclipse" and two destroyers. The American flagship was here, and their Admiral paid a visit to our Captain, and also visited the British and Japanese Consuls.

On the 9th the French cruiser "Château-Renault" (flagship) arrived, the respective Admirals paying visits to each other. We proceeded to sea *en route* for Wei-hai-Wei,

experiencing very fine weather. We had plenty of leave at Yokohama, and the ship's company brought away a lot of curios for home. When leaving, a signal was made from our Paymaster, who was invalided home: "To Captain, Officers, and all Goliaths,—I wish you all a speedy and good passage, and good luck." We replied: "Thank you; we wish you a good passage home and a speedy recovery."

On the 11th the weather became very stormy and we had to batten down forward.

On the 13th we passed the store-ship "Humber" on her way to Yokohama with stores for the battleship "Albion." She signalled: "A happy voyage and a safe passage home." The weather was fine, and during the forenoon of the 14th we sighted the mainland of China. We got into communication with the fleet at Wei-hai-Wei with searchlight signals about 9 p.m. at a distance of twenty miles. At 11 p.m. we anchored in Cruiser Bay for the night, proceeding into Wei-hai-Wei next morning. We ran torpedoes during the day, very good runs being made. The fleet here consisted of H.M. ships "Glory," "Ocean," "Goliath," "Amphitrite," "Cressy," "Blenheim," "Argonaut," "Talbot," "Eclipse," "Rambler," "Bramble," "Fame," "Whiting," "Otter," "Sparrowhawk," and "Virago." We had a signal from the flagship to prepare for Admiral's inspection on Thursday and Friday.

The weather came on very rough on the

16th, and we hoisted in all boats and raised steam for 12 knots, but during the night the weather lulled.

On the 17th we cleaned up for the Admiral's inspection, and by 9 a.m. we were all ready. At 9.30 the Admiral and his staff came on board, and a guard of honour, Captain, and officers received him. He first inspected us at divisions, afterwards going below and doing the round of the ship. We were then mustered by the open list, and some men were picked out to muster their kits and bedding. The heavy gunnery classes were put through their drill, and this finished the inspection for the day. We were all ready early next day, and at 9.30 the Admiral came on board. He at once gave the order: "Out net defence," and this was done smartly and quietly. Next, starboard watch man and arm ship, and port watch supply ammunition. The picket boat towed a disappearing target round the ship, the guns firing cannon tube in passing. After this we furled nets, and the next order was collision stations, grounding stations, place mat, and close water-tight doors. After this we cleared ship for action and general quarters, the Admiral going round asking the guns' crews questions, and inspecting the shell rooms and magazines. A torpedo was fired at towing target. He then ordered emergency landing party to provide all gear, and manned and armed all boats. The Admiral left the ship at 1.30 p.m., having finished his inspection. We then went to dinner, and afterwards

replaced gear, this finishing us for the day. We coaled ship the next day, commencing at half-past four in the afternoon, taking in 600 tons, and finishing up at 11 p.m. We signalled to the flagship when we had completed, the Admiral answering that he was well pleased and that the coaling evolution had been smartly carried out. Our average was 101 tons per hour.

The next day was Sunday, but we turned out and got the ship cleaned up, finishing by dinner time. The signal to the fleet was, "Prepare for sea on Tuesday and steam for twelve knots."

June 22nd.—To-day we have been busy taking officers and time expired men from the fleet to go home, also 28 marines from the Island guard, we also took a bow anchor from H.M.S. "Amphitrite," it being broken.

On the 23rd, the signal was made at 10 o'clock to weigh anchor and at 10.30 all the fleet signalling "Ready," we proceeded out of Wei-hai-Wei, single line ahead. A large number of Europeans came to witness the departure which was a very pretty sight. As soon as we left the harbour we formed in two lines ahead, H.M.S. "Glory" leading the weather line and we the lee line, the fleet then exercised tactics until four o'clock, opening up to six cables apart for the night.

On the 24th, it was very bad all day. A heavy sea was running, the fleet did no tactics and the signal was made, man and arm boats. We anchored at seven o'clock off Shan-Wan-

tan, the destroyers being sent under the lee of the land for protection. During the first watch the signal was made to exercise night quarters and burn searchlights, the torpedo boats steaming out to try and attack the fleet. At 11.30, cease fire was sounded, and guns secured, the destroyers steaming back to their anchorage.

On the 25th, a Japanese cruiser came out and the destroyers also came out and took the disappearing targets in tow, to see which ship was the best. When all the targets had been tested, we ceased firing and the signal came from the flagship that the "Goliath" was the best. We proceeded to sea later in the day steaming along the coast in two lines. At 12 o'clock the fleet anchored in Waterwich Bay, but as orders had been received for us to proceed to England and pay off, we proceeded into Wei-hai-Wei.

We arrived at 1 p.m. the following day and anchored, and the pennant was broke, the ship's company cheering heartily as we were three years and three months in commission. We remained only two hours, taking in what things we wanted, and then weighed anchor and proceeded out at 3.30 p.m., the whole of the residents cheering us as we steamed out of the harbour, the bands playing "Rolling Home." We met the fleet at 5.30 p.m. when the signal was made from the flagship to the fleet, to cheer ship. We steamed up the line slowly, the bands playing, and the

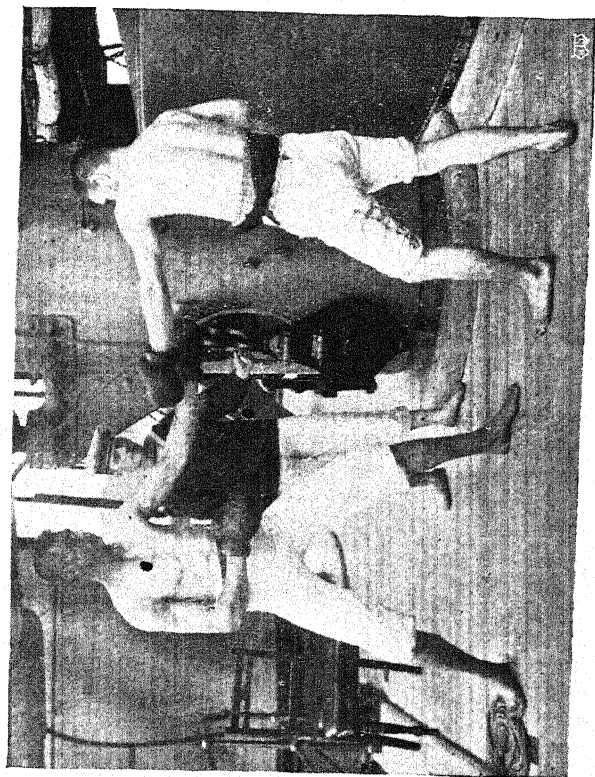
ship's company cheering themselves hoarse, we had a grand send off, the flagship cheering us again and again, they would not knock off. Signals were made from all ships of the fleet wishing us a safe and pleasant voyage home. The signal from the flagship was, "A happy meeting with friends, a pleasant voyage, and good luck, from Vice-Admiral Bridge." Our reply was, "'Goliath's' express thanks to all." The weather was fine, and we were all happy to think we were homeward bound once more.

Saturday, the 27th.—A concert was held on the forecastle, and a very nice evening was spent. The next day we passed the Shanghai flats.

July 1st.—On Sunday evening we passed the Italian flagship off Shanghai. We also passed a French mail boat on her way to Shanghai from Hong-Kong. We arrived off Hong-Kong at one o'clock, and proceeded into harbour and tied up to the buoy, the sloop "Algerine" and the river boats were here.

On July 2nd we were busy returning and drawing stores, etc., and preparing ship for coaling. The watch were busy all day and did not finish till late at night. The ships company began to buy a lot of birds to take home, especially parrots. The Royal Garrison Artillery invited the ship's company to a smoking concert and supper at their barracks, over 200 accepting the invitation, and a most pleasant evening was spent.

On the 3rd we coaled ship from lighters



R. SAVIDGE,
Heavy-weight Champion of the China Station, 1900-1903.
R. Savidge is on the left having a friendly bout with a Shipmate.

that came alongside early. The heat was terrific here, and we felt it very much. We finished coaling at 2.30 p.m. and cleaned ship.

On the 4th we dressed ship in honour of Independence Day, and fired a salute. We were very busy taking in stores, time-expired men and invalids, also men from the Torpedo Deptôt. The Royal Engineers invited us to a farewell smoking concert and supper, and a pleasant evening was spent.

On Sunday, the 5th, we prepared for sea, and at 9 a.m. we slipped the mooring, and at the same time we broke the paying-off pennant, the band playing "Home Sweet Home." The signal from the Commodore was to cheer ship, a very unusual thing for a Sunday, but we did not mind about that, and cheered heartily. The soldiers came out in their launches with their bands, and played us out of harbour. Signals were flying from the ships and mail boats, wishing us a pleasant voyage and a happy meeting with friends. The "Goliath's" reply was, "Thanks to you all, and wish you luck." The signal from the Senior Officer of the American Squadron was, "From officers and men to 'Goliath,' we wish you a safe passage home and good luck, the pleasant times we have spent together will never fade from our memory." The reply of our Captain was, "From 'Goliath' to officers and men of the United States Navy. We wish you luck, and thank you all for your kind words, which will never be forgotten." We got clear of the the harbour at two o'clock and shaped our

course for Singapore, the weather being fine, and hot.

On the 7th, the weather changed for the worse, and a very strong monsoon blew up, which caused us to furl all awnings and batten down the fore part of the ship, which made things very uncomfortable below as the weather was very hot indeed. The weather continued bad the following day, with a large number of tropical showers, and very little could be done on deck. Seamen volunteers were asked for to go in the stokeholds for the passage home to assist the stokers, as they have a very hard time of it in those tropical climates.

On the 10th, about 9 p.m., we came into communication with H.M.S. "Sirius" by search-light, at a distance of 30 miles. At 11 p.m. we anchored off Singapore. On the following day the British Governor came on board. We got the mail and also a telegram stating that H.M.S. "Vengeance," which had been ordered to relieve us, from the Mediterranean Station, had left Colombo for Singapore.

On the 13th we coaled ship, a pilot coming aboard and taking us alongside the jetty, natives coaling us. We took in 1,047 tons by 4.30 p.m., which is quick work, this being one of the smartest coaling places in the world. H.M.S. "Sirius" left for Hong Kong and signalled wishing us a safe and happy voyage home and good luck. We replied "'Goliath' expresses thanks to you all, and wishes you a happy commission."

On the 14th the P. and O. mail left and signalled, "We wish you a pleasant voyage home." We thanked them and wished them the same.

On the 16th the Governor of Singapore and the military officers dined on board with the Captain and officers.

On the 17th, at 9.30 a.m., we picked up communications with H.M.S. "Vengeance" at a distance of 30 miles, not being able to do so before on account of the damp and fog. At 11.30 she came in and anchored abreast of us, our band playing some lively tunes as she did so. Her Captain and officers came on board to lunch, and we afterwards turned over all our Chinese cooks to her, she giving us her Maltese in exchange. We prepared for sea, and at 4 p.m. commenced to weigh anchor and broke our paying-off pennant. At 4.30 we steamed round the "Vengeance" and "Rinaldo," and they cheered ship, and the hands played us out. The Europeans were out in boats and heartily cheered us. By 5.30 we were clear of the harbour and steaming down the Straits of Malacca. We passed a lot of steamers making for Singapore, the weather being fine, and a good breeze blowing.

On the 19th we entered the Bay of Bengal, and during the night came in for the monsoon weather, there being a very strong wind off the port bow. We had several tropical showers.

On the 20th we passed many steamers and junks making for Malacca Straits. The distance travelled from noon yesterday until

noon to-day was 288 miles, which is very good steaming.

We arrived at Colombo on the 23rd, and in the afternoon the pilot came out and took us into harbour, where we tied up head and stern. Three U.S. cruisers were here on their way to China.

On the 24th we coaled ship and finished at 5 p.m., taking in 864 tons. The Governor came on board to pay an official visit.

On the 25th a German mail boat arrived with our mails, and on passing us their band played "God Save the King."

On the 26th we proceeded to Aden. The weather was anything but fine, with a strong wind blowing, which is the usual thing in the Indian Ocean at this season. We had to batten down the fore part of the ship, as she was washed by the heavy seas. We made little headway, and things were very unpleasant below: the fore mess decks were flooded, and the ventilation being closed, it was very hot and stuffy. The torpedo booms, nets, and shelves were broken up on the port side owing to the heavy seas dashing against them, and we had to stop and secure them as best we could.

The weather continued boisterous, and on the 31st the seas broke completely over the ship, and she rolled heavily.

August 1st.—We were still battened down, and only a few hands were allowed on deck to work the ship.

August 2nd (Sunday).—The Chaplain read

the morning prayers to us on the mess deck, and a service was also held in the evening.

On the 3rd the weather settled down a bit, and we were able to resume our customary duties. The weather was very hot on the 5th, and we were nearing the Red Sea.

We sighted land at daybreak on the 6th, and at 8 a.m. we arrived at Aden. H.M. ships "Fox," "Merlin," and "Porpoise" were anchored here. We took in fresh provisions, ice and water, and left at 7 p.m. for Perim to coal, arriving at 7 a.m. next morning. Natives coaled, getting in 250 tons. We weighed anchor in the forenoon, and proceeded on our way to the Suez Canal. Splendid weather, but very hot.

On the 11th we arrived off Suez at 11 p.m. and anchored.

August 12th.—The medical officer came on board in the morning and inspected the ship's company, everybody having to muster before him owing to the fact that we had come from an infected port—Hong-Kong—and the plague being also prevalent here. The health of the ship's company was found all right, but our Captain went into voluntary quarantine through the Canal, so that when we left Port Said and arrived at Malta we should not be put in quarantine there. Three doctors from the Egyptian Government came on board for the passage through the Canal, and kept observation on the ship's company.

On the 13th we weighed anchor at 3 p.m. and the tug "Titian" took us in tow through

the Canal, arriving at Ismalia at 2 p.m. the following morning, where we anchored, as we could not reach Port Said before dark. At 10 a.m. the French mail boat geared up for us to pass, and at 1.30 p.m. we arrived at Port Said and anchored head and stern.

We started coaling early on the morning of the 15th—coolies doing the work—and got in 1,050 tons by eleven o'clock. After dinner we cleaned ship, and at five o'clock we slipped and proceeded to sea. When just clear of the breakwater we stopped and saluted the Khedive with twenty-one guns.

We arrived at Malta on the 19th. Only the "Hibernia" and "Orion" here, the fleet being away for the combined manœuvres off Lagos. We took in stores from H.M. ships "Ramillies" and "Cæsar." Leave was given. We finished getting in stores at 2 p.m. on the 20th, and having taken in fifty supernumeraries here, we left at six o'clock for Gibraltar. We arrived in the Straits on the 23rd and prepared for coaling.

We reached Gibraltar at 6 a.m. on the 24th, a pilot coming out and taking us in close alongside the jetty. One division of the Mediterranean Fleet was here, under the command of Rear-Admiral Sir Baldwin Walker and Rear-Admiral Custance, and consisted of H.M. ships "London," "Venerable," "Renown," "Cæsar," "Bacchante," "Kent," "Drake," "Aboukir," "Gladiator," "Vindictive," "Intrepid," "Hermione," "Pegasus," and "Dryad." We discharged the stores we

had brought from Malta to lighters, and then began coaling, natives bringing it up to the gangway, and the ship's company stowing it away. We took in 600 tons. We discharged a lot of supernumeries to the "Venerable" for the fleet.

On the 25th, the Rear-Admiral came on board to visit the Captain. We took in a number of time-expired men and invalids. At twelve o'clock we slipped the hawsers and proceeded on our way. The paying-off pennant being broke, the bands of the fleet played us out, and it being a fine morning, it was a grand sight as we steamed past the fleet.

On the 27th we unstowed our curios from the war-head magazine, so as to have them ready for the men leaving us at Plymouth.

On the 28th we passed Cape Finisterre and entered the Bay of Biscay. We passed Ushant in the evening, having had a very fine trip through the Bay.

On the 29th, early in the morning, we sighted Eddystone lighthouse, and at six o'clock arrived at Plymouth and secured to a buoy in the Sound. Tugs came out, and we discharged invalids and time-expired men, also men belonging to Plymouth Dépôt, who had taken passage home. The Captain went on shore to report himself to the Admiral. Leave was given to chief and first class petty officers living in Plymouth. Several of the men's relations came on board the ship. The signal was made from the Admiral to proceed to Sheerness to pay off, and we left at 12 o'clock.

After the usual bustle of getting decks cleared up, hands cleaning, etc., the bugles as usual summoned us to divisions at 9.30 a.m. We were then off Dover. As the ship steamed close inland we had a very good view of the Admiralty works. How pleasant looked the white cliffs of the homeland! They were indeed welcome after our long absence. A beautiful view was presented to our eyes. St. Margaret's Bay was especially noticeable, rising from the sea shore to the crown of the hill. We passed Walmer, Deal and Sandwich in rapid succession before the ship stood further out to sea. We soon noticed that we were approaching the Nore. The North Foreland was passed, and we approached the Nore light-ship. In compliance with a signal made from Garrison Point, Sheerness, we anchored by the Nore light-ship at 2.30 p.m. Of course no leave was given here. We received from shore a signal to prepare for our paying-off steam trial by 9 a.m. Monday.

On Monday, August 31st, after scrubbing decks, the hands were employed in getting up projectiles ready for their transfer to N.S.O. lighters. The dockyard authorities boarded us at 10 a.m., and we immediately weighed and proceeded. We did one hour's full power trial. At 2.5 p.m. we again anchored off the Nore lightship, and ammunition lighters and tugs came alongside. The transfer of ammunition commenced in earnest. We had to wait for a favourable tide to proceed to Sheerness. Tide served at 6.15 p.m., and we weighed and

proceeded. The lighters followed us, being brought up by tugs. We made fast to No. 9 buoy at 7.25 p.m. The ammunition lighters were made fast again alongside, and special leave was given to the starboard watch till after the arrival of the first train from Chatham in the morning. On our way into Sheerness we saluted the Commander-in-Chief at the Nore.

On September 1st all hands available were still busy getting out ammunition, which proved a long and arduous task. It was all finished by 7.45 a.m. on Wednesday, September 2nd. At 9.11 a.m. we slipped moorings, and proceeded on our way to Chatham. We had a pleasant trip up the Medway and were soon in the lock and entering the basin of Chatham yard. A noticeable figure at the edge of the basin was our first captain, Captain L. E. Wintz. There he was with his bicycle, watching his old ship finish her long journey home. We were warped inside the basin, and finally made fast alongside, just past the big crane, and stern to stern with H.M.S. "Victorious," the ship we relieved on the China Station, she having since done a successful commission in the Straits, coming home and paying off in August. A minute after, Captain Wintz was on board, and received a hearty welcome from his old shipmates, who were all pleased to see him once again.

And now what more can we add? For the past few weeks we have made no entry in our

"Log" as we have been busy early and late discharging stores to the dockyard, and now, October 7th, it is all finished, and to-morrow we part, leaving the dear old "Goliath" silent, stern, and safely moored until such time as once again she shall hoist her pennant. Well, try as one may, one's thoughts will go back over the three years spent on board; and anxiously as we have all looked forward to paying-off day, there is many a twinge of regret in the knowledge that it will mean a severance from chums whom we may never meet again. Sitting in one's mess this last night, watching those that remain on board, it is easy to see that the sadness of parting is casting a shadow on them. In the next mess, engaged in earnest conversation, are two men who have been bosom friends and "Raggiés" all the commission, and they are having their last chat together. It is well for the Navy that such friendships are formed, and well for the men; but the parting is none the less keen, because six weeks' leave and the society of home friends lies ahead—but there is the boatswain's mate's whistle "piping down."

Thursday, October 8th.—Just three years, five months, and thirteen days since we commissioned, and what a happy time we have spent together! Out on the jetty are piled bags, ditty-boxes, and chests, with a few curios belonging to those whose homes lie far away. Money having been paid some days previously there is nothing to wait for, and

we are soon proceeding over the gangway ready to embark on the train. And now a final handshake. Our popular Commander stands on the gangway to wave a final farewell, and now we are off. Good-bye, "Goliath," and may your next commission be as happy as the one just finished.

TABLE OF DISTANCES, &c.

The following is a record of the places visited by the "Goliath" during the Commission, and also the distances travelled, together with the amount of coal taken in :—

Date of Arrival.	Place.	Date of Departure.	Mileage in Knots.	Tons of Coal Received.
1900.				
April 17	Sheerness ...	May 30	12'0	400
May 31	Plymouth ...	June 2	299'6	
June 4	Corcubon Bay	" 5	523'6	500
" 7	Gibraltar ...	" 8	558'5	
" 12	Malta ...	" 15	977'6	
" 19	Port Said ...	" 21	1028'6	
" 22	Suez ...	" 24	85'0	1550
" 29	Aden ...	" 30	1339'4	
July 7	Colombo ...	July 10	2032'0	690
" 16	Singapore ...	" 16	1527'1	
" 21	Hong Kong ...	Aug. 7	1431'5	947
Aug. 11	Shaweishan Isle	" 12	906'8	
" 12	Ting Hai ...	" 24	28'9	400
" 25	Woosung ...	Sept. 30	269'5	
Oct. 3	Taku ...	Oct. 6	704'6	406
" 7	Shan-hai-Kwan	" 28	134'0	
" 29	Wei-hai-Wei ...	Nov. 3	189'0	748
Nov. 5	Woosung ...	" 21	465'4	
" 26	Nagasaki ...	Dec. 4	525'6	1200
1901.				
Dec. 9	Woosung ...	Feb. 4	467'8	750
1901.				
Feb. 8	Taitam Bay ...	" 14	892'8	1600
" 14	Hong Kong ...	April 15	10'0	
April 19	Woosung ...	" 27	864'7	550
" 27	Nan-Kin ...	May 31	194'5	
May 31	Woosung ...	June 3	182'0	

Date of Arrival.	Place.	Date of Departure.	Mileage in Knots.	Tons of Coal Received.
1901.				
June 7	Nagasaki ...	June 14	441'7	1125
" 17	Wei-hai-Wei ...	" 24	560'5	
" 28	Wei-hai-Wei ...	July 16	—	930
July 17	Taku ...	Aug. 8	226'6	
Aug. 9	Chefoo ...	" 11	198'5	450
" 11	Wei-hai-Wei ...	Sept. 9	42'5	237
Sept. 14	Kobe (Japan) ...	Oct. 4	829'7	
Oct. 5	Yokohama ...	" 21	351'9	1250
" 23	Kobe ...	" 30	325'9	
" 31	Yokohama ...	Dec. 7	362'5	950
Dec. 15	Taitum Bay ...	" 18	1743'7	
1902.				
" 18	Hong Kong ...	April 11	10'0	2300
1902.				
April 11	Mirs Bay ...	May 1	39'0	
May 8	Yokohama ...	" 27	1629'0	750
" 28	Kobe ...	" 29	395'2	
" 29	Miajima ...	June 1	177'4	
June 2	Simonoeski ...	" 3	117'8	
" 3	Nagasaki ...	" 6	157'3	1350
" 9	Wei-hai-Wei ...	July 10	565'9	977
July 11	Ching Wang Tan	" 14	216'1	
" 14	Shan-hai-Kwan	" 16	30'0	
" 17	Wei-hai-Wei ...	" 22	186'5	400
" 23	Chemulpo ...	" 28	239'1	
" 29	Wei-hai-Wei ...	Aug. 11	227'2	400
Aug. 13	Wei-hai-Wei ...	" 23	—	
" 24	Port Hamilton	" 27	369'4	
" 28	Nagasaki ...	" 30	165'3	560
Sept. 1	Port Edward	Oct. 21	528'9	600
Oct. 24	Kobe ...	" 27	917'6	
" 29	Yokohama ...	Nov. 17	364'2	1080
Nov. 23	Amoy ...	Dec. 13	1413'2	
Dec. 14	Mirs Bay ...	" 15	286'4	
1903.				
" 15	Hong Kong ...	Jan. 5	29'9	1300

THE LOG OF

Date of Arrival.	Place.	Date of Departure.	Mileage in Knots.	Tons of Coal Received.
1903.		1903.		
Jan. 10	Singapore ...	Jan. 26	1450'0	560
Feb. 1	Mirs Bay ...	Feb. 2	1500'0	
" 7	Hong Kong ...	Mar. 3	39'0	1270
Mar. 21	Wei-hai-Wei ...	" 23	1173'0	1200
April 4	Wei-hai-Wei ...	May 13	—	875
May 16	Fusan ...	" 16	450'0	250
" 17	Nagasaki ...	" 23	100'0	650
" 25	Kobe ...	June 1	225'0	
June 2	Yokohama ...	" 10	364'0	
" 14	Wei-hai-Wei ...	" 23	540'0	
" 26	Wei-hai-Wei ...	" 26	—	600
July 1	Hong Kong ...	July 5	1173'0	830
" 10	Singapore ...	" 17	1450'0	1047
" 23	Colombo ...	" 26	1560'0	864
Aug. 6	Aden ...	Aug. 6	2130'0	
" 7	Perim ...	" 7	90'0	250
" 12	Suez ...	" 13	1250'0	
" 13	Ismailia ...	" 14	45'0	
" 14	Port Said ...	" 15	40'0	1060
" 19	Malta ...	" 20	935'0	
" 24	Gibraltar ...	" 25	984'0	600
" 29	Plymouth ...	" 29	1021'0	
Sept. 2	Chatham		151'0	
	(pay off)	Oct. 8		

Distance travelled in miles, 56,835.

Coal consumed, 35,810 tons.

RECORD OF RUGBY FOOTBALL TEAM.

"GOLIATH" v YOKOHAMA, Nov. 8th, 1902.
Result: Yokohama 6 pts. "Goliath" 3 pts.

OFFICERS v MEN, Nov. 12th, 1902.
Result: Men 9 pts. to nil.

"GOLIATH" v "OCEAN," DEC. 19th, 1902.
Result: "Goliath" 19 pts. to 5 pts.

"GOLIATH" v "TALBOT," DEC. 24th, 1902.
Result: 16 pts. to nil.

"GOLIATH" v "GLORY," DEC. 27th, 1902.
Result: "Goliath" 15 pts. "Glory" 5 pts.

"GOLIATH" v "OCEAN," JAN. 3rd, 1903.
Result: "Goliath" 16 pts. to nil.

"GOLIATH" v "TALBOT," FEB. 26th, 1903.
Result: "Goliath" 9 pts. to nil.

"GOLIATH" v HONG KONG CLUB, MAR. 6th, 1903.
Result: 6 pts. to 6 pts.—Draw.

"GOLIATH" v "BLENHEIM," MAR. 12th, 1903.
Result: Nil—Nil.—Draw.

MAP OF Southern Asia

The map illustrates the geographical layout of Southern Asia and its neighboring regions. Key features include:

- Continents and Major Regions:** INDIA, BURMA, SIAM, CHINA, KOREA, JAPAN, and AUSTRALIA.
- Islands and Archipelagos:** CEYLON, MALAY PENINSULA, SUMATRA, JAVA, BORNEO, CELEBES, PHILIPPINE ISLANDS, and FORMOSA.
- Bodies of Water:** INDIAN OCEAN, BAY OF BENGAL, GULF OF SIAM, GULF OF TONKIN, SEA OF JAPAN, and PACIFIC OCEAN.
- Key Cities and Locations:** Delhi, Lucknow, Calcutta, Bombay, Madras, Rangoon, Mandalay, Bangkok, Singapore, Hong Kong, Shanghai, Peking, Tientsin, and Tokyo.
- Geographical Features:** DESERT OF GOBI, TIBET, and various rivers like the Yang-tse-Kiang.
- Navigation Route:** Arrows indicate the route from the Indian subcontinent and Southeast Asia towards England, passing through the Indian Ocean.

The arrows indicate the route to England

This Log Series

The arrows indicate the route to England

The 'Log' Series

FIFTH LONDON SEASON.

LIFE IN
'OUR NAVY'
IN PEACE AND WAR.

By A. J. WEST, F.R.G.S.

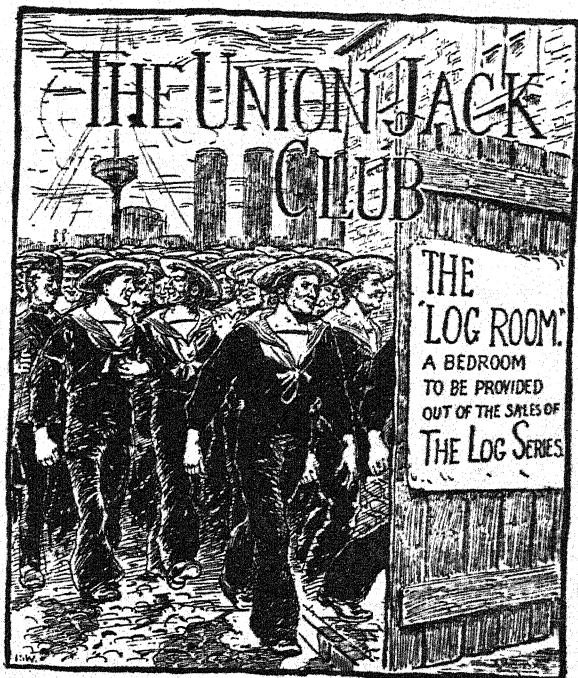
The Polytechnic,
Regent Street, W.

EVERY AFTERNOON AT 3 O'CLOCK.

WE strongly advise everyone, after reading this Log, to go and see the above Entertainment, and thus more fully understand the life of the British Bluejacket as depicted in these pages.

"LOOK AT IT AS A NATIONAL ENTERPRISE."—

LORD CHARLES BERESFORD, at the Mansion House,
February 25th, 1903.



UNION JACK CLUB.

Chairman :

Col. SIR EDWARD WARD, K.C.B.

General Committee :

H.S.H. Prince Alexander of Teck.

H.S.H. The Duchess of Teck.

Duke of Norfolk. Earl Selborne.

Field Marshal Earl Roberts.

Admiral Sir John Fisher, and others.

Working Committee :

Capt. W. V. Anson, R.N.

Capt. the Hon. H. Tyrwhitt, R.N., and others.

Any further information required can be obtained from the Secretary,
Major ARTHUR HAGGARD, at the Offices of the Club, PALL MALL DEPOSIT,
CARLTON STREET, REGENT STREET, S.W., to whom also subscriptions
may be sent.

"The admirable, useful, and interesting 'Log' Series."
—OBSERVER.

. THE .
"LOG" SERIES

No. 1a—

The Log of H.M.S. Arethusa, 1899-1903.

By R. W. HATHAWAY.

*Pacific and China Stations: Round the World during
Commission.*

No. 2—

The Log of H.M.S. Phaeton, 1900-1903.

By G. T. WILSON.

Pacific Station. Went in search of H.M.S. "Condor."

No. 3—

The Log of H.M.S. Victorious, 1899-1903.

By J. S. REID and T. H. PEARCE.

Mediterranean Station.

With an Introduction by ARNOLD WHITE.

Twelve full-page Illustrations from Photographs; also Maps

No. 4—

The Log of H.M.S. Ramillies, 1900-1903.

By P. G. HERIVEL.

Mediterranean Station.

13 full-page Illustrations from Photographs; also Maps.

Dedicated to Vice-Admiral Lord CHARLES BERESFORD, C.B., for some
time his flagship in the Mediterranean.

SOME PRESS OPINIONS.

Army and Navy Gazette says—"The idea is excellent and we wish the series complete success."

The Daily Express says—"The Westminster Press have hit upon a happy idea of publishing a 'Log' series. . . . A good businesslike inauguration of a welcome series."

Stock Exchange Review says—"These books are without doubt of paramount importance to every man in the Royal Navy."

The Broad Arrow says—"Will be welcome reading to those who have served on board the ships to which they refer."

The Scotsman says—"Prefaced by an enthusiastic introduction by Lionel Yexley, it forms a book interesting to all classes, and promises well for the Series to which it commences."

"Well maintains the attractiveness, for naval men, of the Series to which it belongs."

The Yorkshire Post says—"The idea of this series is excellent, and the get up everything that could be desired."

• **The Observer** says—"Widely interesting and useful."

The Bluejacket says—"We heartily wish them success in their venture, because we believe that in the publication of these books they are conferring a real benefit on the Service. Handsomely got up, . . . these books form one of the most suitable presents possible for friends, and are also a valuable record of one's service career."

Western Daily Mercury says—" . . . A capital idea. Is bound to prove very popular."

The Newcastle Daily Journal says—"Mr. Lionel Yexley gives a capital written introductory article."

• **The Westminster Press** have turned the book out in a most convenient form. Clearly printed on good paper, and neatly bound, the 'Log' Series makes an auspicious start."

The Sunday Chronicle says—"We sincerely trust that the objects in view will be amply realised, for any effort which aims at the strengthening of the Navy has our warmest sympathy."

The Sheffield Telegraph says—"Like its predecessor, the book contains many characteristic photographs, and it will doubtless receive the welcome it deserves."

"It is a happy day for Burnham Thorpe."

"England expects every man to do his duty."

*—These were two sayings of Lord Nelson
on the morning of Trafalgar.*

THE NELSON MEMORIAL.

SOME years ago a meeting was held at Marlborough House—the King, then Prince of Wales, being in the chair—at which it was decided that the Church at Burnham Thorpe (Nelson's birthplace) should be restored, and that a village hall should be erected to be known as the Nelson Memorial Hall. The estimated cost was £10,000, and £5,000 was quickly raised. But death amongst the promoters of the scheme, and the late war, turned attention in other directions, but on the work that has been done there remains a debt of £1,000. To complete the scheme another £4,000 in addition is required.

The Centenary of Trafalgar is near at hand. Let it be truly said on that day, in the words of Lord Nelson: "It is a happy day for Burnham Thorpe," not because, as he said, "For it is the day of their fair," but because by that day the scheme shall have been completed, and the whole Memorial free from debt.

We feel sure that it is only through the matter not being known that the money has not been forthcoming, for the Nation has never been found slow in coming forward to help in any scheme to commemorate the memory of her great heroes.

Donations will be gratefully received by the present Rector, the Rev. ELLIOTT-DRAKE BRISCOE, R.D., Burnham Thorpe Rectory, Kings Lynn, Norfolk.

THE "LOG" SERIES.

We wish to publish the Log
of every ship as she pays off.

OBJECTS OF THE SERIES.

The object of the above series is to provide, in a lasting form, complete accounts of the commissions of ships in His Majesty's Navy, and thus give the men, upon their being paid off, a concise record of their doings during their commissions. By this means it will be possible for a man to have a complete account of his life in the service, the after value and interest of which it would be hard to over-estimate.

To further this plan we ask for someone on every ship to write to us stating their willingness to co-operate with us in the matter, and to write the necessary account. We will then send full particulars as to the return we shall make for the services rendered, and full instructions as to how to proceed in the matter.

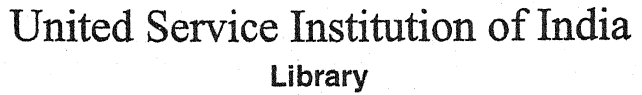
In the case of smaller vessels (Torpedo Boats, etc.), it may be necessary to unite their Logs with those of larger ships, but of this we will give full particulars to those writing to us.

Do not let YOURS be the
only Commission missing
from the Series.

We trust that all those interested in the matter will not hesitate to write to us, and we on our part will do everything in our power to make the work a success.

All communications to be addressed to—

The Westminster Press
(GERRARDS, LIMITED),
411a Harrow Road, London, W.



Class No. 355.48512 Book No. BR 1

[illegible]



United Service Institution of India
Library

Acc. No. M 6968

Class No. 355.48512 Book No. BRo

Author Brodie, J. B.

Title The Log of H. M. S. Galathea

Date of Issue

Date of Return



United Service Institution of India
Library

- * Books drawn by a member can be retained for one month and renewed once, provided no other member requires them.
- * New books must be returned within two weeks.
- * Not more than two books may be on loan at the same time.
- * Members are prohibited from transferring books to other members.
- * Members will be required to pay full price with penalty of any book lost or damaged by them.
- * Reference and Rare books are not allowed to be taken out of the Library.
- * Books are liable to be recalled when in special request.